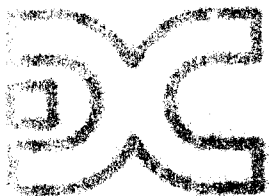
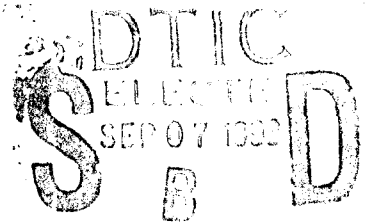


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SITE SELECTION
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MAINTENANCE BUILDING

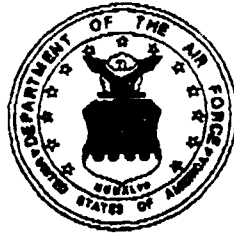


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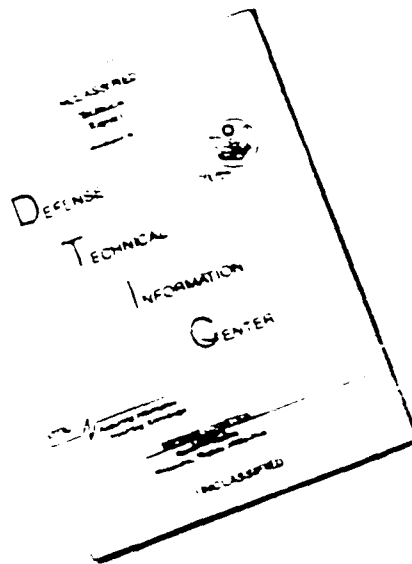
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SITE SELECTION
AND
CONCEPTUAL DESIGN

OF THE
CITY OF CHEYENNE'S
PUBLIC WORKS COMPLEX
AND THE
PARKS/GOLF COURSE
MAINTENANCE BUILDING

PREPARED FOR
CHEYENNE - LARAMIE COUNTY
REGIONAL PLANNING OFFICE

BY
DOUGLAS COATES, ARCHITECT
IN ASSOCIATION WITH
THE PLANNING STUDIO, INC.
&
SANDAHIL CONSULTING SERVICES
CHEYENNE, WYOMING

FEBRUARY, 1985

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PROJECT FUNDING

THIS STUDY AND SCHEMATIC DESIGNS WERE MADE POSSIBLE THROUGH THE USE OF PEACEKEEPER IMPACT PLANNING FUNDS AUTHORIZED UNDER SECTION 801 OF THE MILITARY CONSTRUCTION AUTHORIZATION ACT, 1981, FROM THE DEPARTMENT OF THE AIR FORCE. THE FUNDS WERE ADMINISTERED BY THE WYOMING OFFICE OF INDUSTRIAL SITING ADMINISTRATION.

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INTRODUCTION

As part of the mitigation planning effort for the proposed placement of the peacekeeper missile system, the U.S. Air Force has provided (801) planning funds to the City of Cheyenne to undertake pre-architectural planning for the following city facilities:

City Public Works Complex-Street
& Alley Garage, Central Shops,
Traffic Shops & Related Facilities

Parks & Golf Course Maintenance
Building

Purpose of the Project

Several prior studies and the imminent expiration of the lease agreement for the street and alley department, compounded by the proposed deployment of the Peacekeeper in existing Minuteman Silos which will increase the demand for services, demanded that this effort be undertaken. Existing facilities are scattered and present problems of inefficiency.

The project objectives are defined as follows:

The primary objective of this project is to obtain pre-architectural plans including special allocation, concept plans, site selection and feasibility. The consultant will also be asked to develop preliminary costs and a development schedule.

Within the context of the primary objective, a series of sub-objectives were defined to guide the project and to serve as the basic scope of the project.

1. Evaluate existing data and the existing facilities.
2. Review and evaluate future projections of agency needs and services.
3. Determine space needs and preliminary layout plans.
4. Determine specific locational needs and requirements.
5. Help the special committee select a list of four possible sites for each facility (the Public Works Complex is one facility), including the existing buildings. The consultant will help the committee select the preferred site. The consultant will review existing City and County owned land before reviewing privately owned sites.
6. Once the appropriate City officials have selected the preferred site, the consultant will conduct a site feasibility analysis, conceptual site plan, and preparation of schematics.
7. Recommendations for the use of the existing buildings and land area if the facility is relocated.

METHODOLOGY

The methodology which was utilized for this project was developed to be responsive to the specific parameters set-forth by the City of Cheyenne in its request for proposal and from discussions which followed.

The methodology was an integration of planning and design processes and is described as follows:

PLANNING PROCESS

Program Analysis and Land Assessment

The consultants examined all existing data that had been gathered on these facilities in the files of the City Capital Facilities Coordinator and the head of the City Parks and Recreation Departments as well as other specific divisional information. The existing facilities were physically examined in detail. These facilities are the City Street and Alley Department and Traffic Department located in Hangar #101; the salt shed and sand and gravel storage facility located at the airport; the City Central Shops Buildings located on Happy Jack Road and at 15th Street and Snyder in two buildings; the Golf Course Maintenance Building at the Airport Golf Course; and the Parks Maintenance Building at Lions Parks. All work areas in these buildings were measured and recorded. Existing traffic patterns and personnel working patterns were recorded.

All file data dealing with future projections of agency needs and services were examined. The proposed City Capital Facilities Plan and the Peacekeeper E.I.S. and supporting information also were examined in detail, especially as to the future projections they contain and the justifications for these new facilities.

All existing data and newly generated information was reviewed for accuracy, and then presented to and reviewed with appropriate department and division heads as well as selected "hands on" personnel. The purpose of this review and discussions was to assist in the development of a preliminary program for the efficient future functioning of all work groups to be housed in the proposed new facilities.

This program includes space needs for each working group in the study and preliminary layout plans, as well as specific locational needs and requirements for each.

This program leads naturally into the assessment of available parcels of land. First the City Land File and the County Land Inventory were checked for land, already owned by local government, which met the locational and space requirements for these facilities. Other appropriate private or government land was then determined by examination of maps and aerial photography. The Site Selection process immediately followed this assessment.

Planning and Site Selection Analysis

This phase involved a two stage approach as follows:

Stage One - General Site Reviews

This stage involved the selection of several sites which met a pre-determined set of criteria. Sites were videotaped and presented, along with general physical and other site selection factors such as acquisition costs, development estimates, etc., to the steering committee for review in the workshop setting.

Stage Two - Site Specific Evaluations

Site specific evaluations relating to the various physical, economic and environmental components were examined. The end product would be the opportunities and constraint map which specifically relate the variety of issues concerning each site.

From this, a series of master plan concepts was developed for review by the client, agencies and others. A site selection analysis report accompanied the graphics.

Architectural Design

Rough Conceptual building plans and site plans showing building and site functions and requirements were prepared for each site to be considered to ascertain that each site could accommodate the facilities proposed for it.

Upon final selection having been made for each facility, Schematic Conceptual Exterior Building Elevations were also drawn for each facility to show the proposed size, shape, style, and main architectural features. Estimates of Probable Cost of Construction were done from the conceptual plans.

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PART I

FACILITIES ANALYSIS & PROGRAM REVIEW

PART I FACILITIES ANALYSIS

The consultants undertook a complete analysis of existing facilities to determine the following data components, listed below in general terms:

I. Existing Conditions

Geographic location of each facility designated as part of this study.

Identification of organizational components using the facilities.

General Condition Survey of each facility.

Identification of all work areas within the facility.

Identification of all equipment from large rolling stock to large shop tools.

Identification of all stored material and supplies.

Identification of personnel using space.

Functions of space in relation to city government and its services. (Services performed)

Identification of existing activity program within the defined functional area.

II. Current Needs

Necessary equipment, materials, personnel and, resulting space necessary to allow adequate city service at the present time in each facility and work area.

Determine changes to existing work areas necessary to allow for the meeting of existing operational demands.

Identification of potential joint use work areas which would better facilitate meeting current requirements.

Specify potential mechanisms for accomplishing identified joint use - defined in terms of space, personnel, materials, and equipment.

Identification of the potential locations of work areas and facilities which would help meet current needs. (Locational Needs)

(1) Colocation with other space groupings.

(2) Location in relation to other studied city facilities

(3) Location in relation to other non-studied city facilities.

(4) Location in relation to the City of Cheyenne.

III. Projections of Future Needs

1. Community Projections - Population.

A. MX information.

B. Other sources as applicable.

2. Work Area Projections - Space, Personnel, Materials, and Equipment.

A. By city personnel.

B. By Sandahl-Coates, based on service level changes to accommodate future area populations.

3. Work Area Projections - Program.

Will any proposed program changes effect the future need for materials, personnel and equipment, and resultantly, space?

IV. Recommendations (Based on levels of personnel, materials, and equipment, determined in #II and #III, that are necessary to meet current and future needs)

1. Program changes - for each Work Area (If any are recommended, specifying proposed changes to personnel, materials and equipment.)

A. Joint uses.

B. Colocations.

C. Locations.

D. Service level changes.

2. Space requirements (inside and out) for each Work Area.

3. Space requirements for each combination of Work Areas comprising a building. Rationale for bldg. size and site size.

4. Space requirements (site size) for each combination of buildings comprising a complex, including rationale for colocation.

SALT SHED AND STORAGE GROUNDS

I. Existing Conditions

Location -

South of the Frontier Mall, South and West of the intersection of Dell Range and Powderhouse.

Users -

City of Cheyenne Street and Alley Department - 99%.
City of Cheyenne Traffic Department - 1%.

Condition Survey -

Salt Storage Bldg.--1800 sq. ft.

Metal Bldg. - Rusting, not in good condition. Used to store salt.
Door inoperable.

Storage Shed - Attached to Salt Bldg. - 1080 sq. ft.

Not in good condition.
Used to store miscellaneous items and snow fence.

Storage Grounds - about 6 acres.

Gravel, sand, top soil and fill piles in yard. Sand - salt mixed pile, approximately 7 - 1. Other items such as concrete and metal culverts, street signs, signals and light poles also pre-cast concrete parking blocks. Miscellaneous items such as sheet metal barricades and assorted items.

II. Current Needs

The existing salt storage building is adequately sized - 1800 sq. ft.
Needs to be built of non-rustable material.

Needs 14' wide doors to avoid damage to jambs.

Need doors high enough that dump trucks with end raised can drive out if necessary.

Need one door in and one out located on either side of short end of bldg, so dump can drive in, dump, and then have dozer push salt in.

Salt - sand mixture should be kept undercover on an impervious surface to avoid salt washing away. (35' X 35')

The snow fence lasts longer stored inside (500 sq ft) but doesn't need to be.

Storage grounds need to be fenced - should be flat.

All needed ext. storage can be accommodated in a 350' X 350' area.

Locational Needs

- (1) All fenced exterior storage needs of the Street and Alley, Traffic, Fleet Maintenance Divisions could be filled in joint location, with potential fenced-locked separation between the stored items of the different divisions.
- (2) This facility should be located next to the Street and Alley and Traffic Buildings.
- (3) Ideally it should be located as close as possible to the center of Cheyenne.

Site Needs

Site should be as flat as possible.

Site has to be accessible to the heavy trucks and equipment which use this facility.

III. Future Needs

Jerry Morse, Street and Alley Director, has stated that he doesn't foresee any reason for future expansion of this facility, due to increased levels of contracted out street maintenance work. Total workload will increase; however, work contracted out will increase also.

Extrapolating base numbers from URS Berger's MX study, and projecting a 30% population increase for the city by the year 2000, This report concludes that at least space be sized to allow for 30% growth in this facility to keep it functional until the year 2000.

IV. Recommendations

The existing salt shed and storage grounds is located on approximately 6 acres of land leased from the Airport Board. This land is available for lease and if a suitable party is found, the city will be given approximately 90 days to vacate.

We recommend that the city develop a site for this facility immediately proximate to the Street and Alley and Traffic Building, with a salt shed at least 1800 square feet specifically as discussed above, and with an outside storage area at least 350' X 350'. The site should be fenced and as flat as possible. A covered, impervious surface should be provided for the salt-sand mixture, at least 35' X 35'. Future expansion of at least 30% by the year 2000 should be contemplated to accommodate growth through that time. The outside storage area should preferably be colocated with the Fleet Maintenance Division outside storage, only fenced to separate divisions. Security lighting should also be provided, with good truck access to major arterials.

CENTRAL SHOPS - FLEET MAINTENANCE

I. Existing Conditions

Locations.

- (1) Happy Jack Road and Westland Road -2731 Happy Jack Rd.
- (2) 15th & Snyder.

User

Fleet Maintenance Division of Public Works Department, City of Cheyenne.

Work Areas at each location - approximate dimensions.

2731 Happy Jack Road

- Repair Garage	74' X 201'	14,874 sq. ft.
- Wash Bay	33' X 37'	1,221 sq. ft.
- Machine Rm.-Welding	24' X 37'	888 sq. ft.
- Parts Room	(97' X 37') + (12' X 14')	3,757 sq. ft.
- Lunch Room	12' X 23'	396 sq. ft.
- Men's R.R	10' X 17'	170 sq. ft.
- Office	11' X 17'	187 sq. ft.
- Office	14' X 9'	123 sq. ft.
- Recept & Sec. Area	(15' X 28') + (7' X 14') + (14' X 5')	588 sq. ft.
- Small Restroom	10' X 6'	60 sq. ft.
- Closet	11' X 6'	66 sq. ft.
- Entrance	15' X 9'	135 sq. ft.
- Overall Bldg.	200' X 110'	22,000 sq. ft.
- Overall site	300' X 210'	63,000 sq. ft.

15th & Snyder

- Body & Paint Shop	40' X 25'	1,000 sq. ft.
- Paint Storage	5' X 6'	30 sq. ft.
- Tire Storage	(20' X 25') - 30'	470 sq. ft.
- Toilet	5' X 6'	30 sq. ft.
- Tire Bay	(60' X 25') - 30'	1,470 sq. ft.
- Lubes & Oil Bays	60' X 50"	3,000 sq. ft.
- weld Shop	60' X 25'	1,500 sq. ft.
- Overall Bldg.		7,500 sq. ft.

Condition Survey, narrative description

- a. 2731 Happy Jack Rd. Built in 1981, precast building in excellent. All spaces maintained.
- b. 15th & Snyder - Built in 1970, metal building in good condition, some skin damage at bottom. Roof has leaked and been repaired.

Equipment

- Approximately 600 pcs of city equipment are maintained in these two shops.
- Equipment used in buildings
 - Welding - Lube Racks - Hose Reels - Office & Computer Equipment (6 telephones, 6 desks) - Paint spraying equipment - Tool benches

Largest Vehicles - "Firebird 90" - 45' X 11' ht. X 8' wide

New Transfer Trailers - 60' X 8 1/2 wide X 16' high

Stored Material and supplies

- Approximately \$260,000 worth of inventory - small parts, etc.
- With Parts Room at Happy Jack Road and filters, etc., stored at 15th and Snyder, approximately 3760 sq. ft. is used for this.
- Oil barrels, grease barrels
- Tires
- Paint

Personnel

1 Superintendent with private office
1 Assistant Superintendent without office
8 Mechanics 1 Utility worker 2 Secretaries with shared office
1 Foreman 1 Washman 1 Welder 1 Painter
1 Tireman 1 Partsman 2 Lube men 2 Small equipment men

24 total employees, full time (22 male, 2 female)
Not large public usage

Function of Space

To service, repair and maintain all city vehicles and equipment.

II. Current Needs

Equipment Needs

- Existing equipment at 15th & Snyder should be replaced, because it is obsolete.
- 2 large truck lift racks
- 1 auto lift rack

- Oil tank to allow city to bulk purchase its oil and then pump from tank to hoses - also disposal system and tank.
- O.H. Hoist - 10 ton crane - in repair garage.

Material Needs

- A safe space for paint storage - will store more paint.
- Possibly store garbage can lids inside, instead of out, to avoid rust.
- A place to store more tires - larger storage area.
- Small equipment maintenance parts presently here should be moved into new space with parts.

Personnel Needs

Adequate at existing levels

Space Needs

- 2731 Happy Jack Road

If small equipment repair is moved out of fleet maintenance, space would be adequate if wash bay was about 55' X 33', instead of 37' X 33'. Welding shop could be consolidated with one at 15th & Snyder.

- 15th & Snyder

- a. Weld shop needs to be twice as large, especially if consolidating the welding done at 2731 Happy Jack and at Hangar 101. Needs to go from 1500' or 60' X 25' to 3000 sq. ft.
- b. Paint shop needs to be approximately 60' X 25', instead of 40' X 25', to correctly accommodate painting the larger vehicles such as the packers.
- c. Separate body shop - possibly 60' X 25' should be considered, so body work can be done simultaneously to painting.
- d. The tire storage area needs to be approximately 1000 Sq. ft.
- f. There should be one rack for cars and one for trucks to be used in the tire bay - take up approximately 2250 sq. ft. instead of the 1470 sq. ft. presently.
- g. Oil tank - space for oil tank and disposal system and tank needs to be allowed.
- h. Lube and oil bays should be about 70' X 60', instead of the present 50' X 60'.

- i. Alternative dimensioning can be sought to allow for use of all bay space. Presently when two vehicles in bay, one in front can't be moved. Bay sizes could be cut down if inside queue area could be devised with door on either end, like the ones presently used at 2731 Happy Jack Rd.

Potential joint uses of Work Areas

1. Repair Garage - all major maintenance of all city vehicles should occur here, including some done by the S & A Department at their facility.
2. Wash Bay - would be economically feasible to combine plumbing and equipment for this facility with inside and outside washes needed for S & A Department.
3. Welding - combine the welding areas of the facilities at 1731 Happy Jack Road and 15th & Snyder; also with the Street & Alley Division.

Locational Needs

The two facilities need to be together to consolidate parts inventory, welding, etc. Many trips are made between the two presently - administratively difficult for the superintendent. Easier for record keeping, etc., if two were located together. The joint uses discussed above would all be facilitated if this facility could be located immediately next to the major departments whose vehicles it maintains, Street & Alley, Sanitation, Fire & Police, but especially the first one. Repair, washing and welding could all be economically combined if Fleet Maintenance and Street & Alley were colocated.

This facility should also be immediately next to the city fueling station, so that their existing computer system can be tied directly into the fueling system - directly monitoring fuel usage of each vehicle and the whole fleet. (See Colocation Matrix - page 32)

III. Projections of Future Needs

Pete Peterson, head of the Fleet Maintenance Division, tells us that if the current needs are met, as discussed above, he would have enough space to work effeciently for several years to come.

If MX projections are accurate, the city should grow approximately 2%/year for the next 9 years. Planning until the end of the century, therefore, means that we should allow for a directly proportionate increase of 30% for services provided by fleet maintenance.

IV. Recommendations

We recommend that a building be built to accommodate both the facility at 15th & Snyder and 2731 Happy Jack Rd. This facility should be located immediately next to the Street & Alley Facility and the fueling facility. An attempt should be made to have it close to the Sanitation Department vehicles and central to police and fire.

We recommend that the following listed space requirements be use, with an allowance for 30% expansion of space to meet the city's needs through the year 2000. (See Space & Site Area - City Central Shops - Appendix B)

STEET AND ALLEY AND TRAFFIC DIVISIONS

I. Existing Conditions

Location - Both divisions of the Public Works Department are located in Hangar #101, at the Cheyenne Airport. This hangar is presently owned by the Wyoming Air National Guard and the city is using it without a lease. The heads of both divisions work out of the Municipal Bldg., with 2 secretaries and an assistant for the traffic division.

Condition - The divisions have used the generous space afforded by the hangar, but this space has been poorly maintained and is now in poor, dilapidated condition. Asbestos boards are in place on the exposed ceilings of the traffic shops, and probably asbestos pipe insulation is in use throughout. The ceilings leak. The fire department has declared the building unsafe. During winter, monthly heating bills can be over \$25,000. And besides these drawbacks, the Airport Board has negotiated turning this building over to the Wyoming Air National Guard. This arrangement will take effect approximately January of 1985. From this point the city will be tennants of the Air Guard in Hangar 101. The Air Guard plans to demolish Hangar 101 during the winter of 1986 - 1987. The city, therefore, has to plan to vacate this building.

Work Areas

Streets & Alley Division

Foreman's Office - 400 sq. ft.
Shop - 880 sq. ft.
Inside storage - 1640 sq. ft.
Locked storage - 700 sq. ft.
Broom storage - 360 sq. ft.
Inside vehicle storage - 70, 000 sq. ft.
Lockers & lurch room - 1010 sq. ft.
Indoor Wash Bay - 880 sq. ft.

Traffic Division

Foreman's office - 110 sq. ft.
Office - Artery Master - 160 sq. ft.
Signal shop - 140 sq. ft.
Signal storage - -
Paint booth - 3200 sq. ft
Sign fabrication and storage- -

Storage - 480 sq. ft.
Paint storage - 600 sq. ft.
Misc. storage - in hangar - 2250 sq. ft.

Inside vehicle storage - 3000 sq. ft.

Equipment

Street & Alley Division

See Fleet Maintenance Vehicle List for Street and Alley Division in Appendix A.

Traffic Division

See Fleet Maintenance Vehicle List for Traffic Division in Appendix A.

Stored Material and Supplies

Street & Alley Division

Fencing,, signs, barricades, small parts, oil, filters, benches saws, welder, compressor, hand tools, brooms, and miscellaneous office furniture and supplies.

Traffic Division

Paint, beads, solvent, sign materials, hand auger, signals, small parts, welder, benches, vices, grinders, sign fabricators, band saw, drill press, cabinets, compressor, wire on spools, signal boxes, control boxes, tools, signal poles (outside), and miscellaneous office furniture.

Personnel

Street & Alley Division

2 - Foreman II; 1 - Inventory Clerk; 4 - Street Sweepers; 4 Broom Truck Drivers; 9 - Truck Drivers; 8 - General Equipment Operators; 2 - General Laborers; 3 - Cut Crew; 3 - Patch Crew; 2 - Drainage Crew; 10 - Summer Help.

38 Full-time; 10 Summer.

Traffic Division

2 - sign maintenance; 2 - signal maintenance; 1 - Traffic Foreman III; 2 - Pavement marking maintenance; 5 - summer help;

7 Full-time; 5 Summer

Functions of Space

Street & Alley Division

To provide a base of operations and parking garage for this division, which primarily repairs and maintains all city streets, alleys, and rights of way.

Traffic Division

To provide a base of operations, parking, and shop space for this division, which primarily repairs, maintains, updates, etc., all city traffic signs and signals.

II. Current Needs (S & A and Traffic Divisions)

When the hangar is vacated, both divisions will need a new location.

Since their need for a new building occurs at exactly the same time, since their functions are similar, and since their locational requirements are similar, it makes sense to locate them in one building. If this is done, the space required will be approximately as follows:

Street & Alley

Foreman's office	200 sq. ft (for 2 foremen)
Private office	120 sq. ft.
Shop	700 sq. ft.
Inside storage	1200 sq. ft.
Broom storage	360 sq. ft.
Inside space to change brooms	300 sq. ft.
Locked storage	580 sq. ft.

Traffic

Foreman's office	120 sq. ft.
Office & computer Terminal room	300 sq. ft.
Signal shop	240 sq. ft.
Signal storage	1500 sq. ft.
Paint booth	100 sq. ft.
Sign fabrication/storage	1500 sq. ft.
storage	800 sq. ft.
Paint storage	600 sq. ft.
Inside Misc. storage	1200 sq. ft.

Joint Spaces

Inside

Men's RR	200 sq. ft.
Women's RR	200 sq. ft.
Lockers & lunch room	1200 sq. ft.
Wash bay	700 sq. ft.
Vehicle & misc. stor.	50000 sq. ft.

Exterior

Wash bay	1100 sq. ft.
Vehicle & misc. Stor.	60000 sq. ft.
Parking lot	18000 sq. ft.

Vehicle and Misc. Storage should preferably be inside, for increased labor efficiency in the cold and lessening of maintenance and repair caused by severe wind, temperature and moisture. But if budget considerations force the city to cut back on the size of a building, these vehicles could be stored outside, under cover, with electrical outlets for block heaters, as well as the misc. equipment such as sanders, snow fence, etc. It is standard operating procedure by the Wyoming Highway Department to store their sanders outside.

Joint Uses

The restrooms, vehicle and misc storage, wash bays and parking lot can be jointly used. The lockers and lunch room can also, due to the shift differences of the two divisions--S & A starts at 7:00 a.m. and Traffic at 8:00 a.m.

The size of the shop for Street & Alley has diminished because the amount of welding and general repair done there should decrease if this facility is located next to the Fleet Maintenance Facility. However, if there isn't relocation, then facility should be sized to adequately compensate for space needs.

Locational Requirements

- Next to Salt and Shed and Storage
- Next to Fleet Maintenance
- Accessibility to all portions of the service area.
- Next to Fueling Facility
(See Colocation Matrix, page 32)

III. Future Projections

Jerry Morse, director of the Street & Alley Division, anticipates little future growth of his division with the increased demands of the department being picked up by private contractors.

However, using our population projection of an approximate 30% increase by the year 2000, any planning for a building and facility should take at least this much growth into account. This reasoning applies to space for the Traffic Department also.

IV. Recommendations

We recommend that the city build a building and external site improvements for these two divisions. Building should commence no later than the Spring of 1986. Space and location should be included as described above in Current Needs, with 30% growth anticipated in all work areas. Vehicle and Misc. Storage should be included inside, with an alternate for outside storage.

PARKS, FORESTRY, WEED & PEST, & GOLF

I. Existing Conditions

Location & Identification of Divisions

- Parks Maintenance (Rock Maintenance Bldg., 2 sheds, beach house)

Lions Park, south of Sloans Lake

- Forestry

Frame House - Lions Park, immediately east of Parks Maintenance.

- Golf Maintenance

Airport Golf course, west and north of intersection of Prairie Avenue and Yellowstone Rd.

(All three of above divisions are part of the Parks & Rec. Department of the City of Cheyenne. They all have items stored in Hangar #101.)

- Weed & Pest Department

Hangar #101

Office for secretary in the Municipal Bldg.

(This department is primarily supported by a mill levy on property taxes. It is a joint city-county agency.)

Work Areas & Description of Condition

- Parks Maintenance

Irrigation shop and storage	2365 sq. ft.
Work room	810 sq. ft.
Tool and parts rm.	510 sq. ft.
Foreman's office	120 sq. ft.
Equipment storage, misc equip, paint, etc.	2420 sq. ft.
Garden equipment	150 sq. ft.
Locked chem. storage	246 sq. ft.
Misc. hangar storage	3500 sq. ft.
Fenced vehicle storage north of Rock Bldg.	5000 sq. ft.

(This space is comprised of an old stone bldg. with new roof and addition, in good condition, two frame sheds in average condition, and the south portion of the Beach House, which should be used for beach purposes in the future.)

- Forestry

Chemical storage (in Hangar)	225 sq. ft.
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Multi-use rooms (Supplies, meetings lunch rooms, etc)	586 sq. ft.
Office for forester	120 sq. ft.
Office for secretary & receipt, Area Forestry Field Specialist Offices	210 sq. ft.
Office for Forest Technician	120 sq. ft.
Conference room	120 sq. ft.
Sprayer equip (garage)	315 sq. ft.
Misc. storage	420 sq. ft.
Vehicle storage - in driveway & shed- excluding hangar	1422 sq. ft.
Forestry Field equipment (in Hangar)	5400 sq. ft.

(Forestry is housed in a wood frame house, garage and storage shed Between the Rock Maintenance Bldg and the Community Center in Lions Park. They also have vehicle storage in Hangar #101, The house is in average condition, and should not be considered a long term solution for housing the Forestry Department.

- Golf Maintenance

Foreman's office	80 sq. ft.
Rest room	80 sq. ft.
Lunch room	260 sq. ft.
Chemical storage (main shop & tin shed)	468 sq. ft.
Equipment storage (metal bldg.)	1040 sq. ft.
Workroom & storage	2190 sq. ft.
Equipment storage, misc. (mowers, etc.)	1903 sq. ft.
-Main shop, lean to, tin shed	
Tool room - locked	220 sq. ft.
Grease pit room	418 sq. ft.

(This golf maintenance facility is for the Airport Golf Course and located in two old frame base barracks bldgs., a shed addition, two lean-tos, and an old metal building. Miscellaneous equipment storage is accomplished in Hangar #101. All bldgs. are in poor condition and should not continue to be used. The roof of the shed addition is sagging badly and dangerous. The metal building is not on a foundation and is waiting for a good reason to blow away. All the frame buildings are in a state of deterioration.)

- Weed & Pest

Chemical storage	1200 sq. ft.
Shop/work room/mixing area	600 sq. ft.
Laboratory	170 sq. ft.
Equipment, Vehicle and Chem storage	1040 sq. ft.
Reception room	250 sq. ft.
Office for Director and secretary	320 sq. ft.
Vehicle storage in open area in Hangar	4000 sq. ft.

(This space is in Hangar #101. It is totally dilapidated. The ceiling leaks and has collapsed in the reception area, making it unusable and forcing the secretary into the Municipal Bldg. The

same general comments about the hangar made in the outline about Street & Alley and Traffic apply to this department.)

Equipment

Parks Maintenance, Forestry, Golf Maintenance, Weed & Pest

See Fleet Maintenance Vehicle List for each Division, Appendix A.

Stored Materials & Supplies

Parks Maintenance, Forestry & Golf Maintenance

Pallets, trash barrels, irrigation pipe, fertilizers, pesticides, misc. chemicals, paint, oil, seeds, nails, machine parts, small mowers, benches, hand tools, small parts, sprinkler parts, welders, compressor, grinders, drill press, engine hoist, steam cleaner, large vice, parts washer, roto tiller, hand snow blowers, paper goods, tires, fencing, signs, boats and canoe, misc. office furniture and supplies.

Weed & Pest

Chemicals - both dry and liquid, plumbing and sprayer parts, misc. small parts, work bench, grinder, air compressor, small hand or gravity sprayers/spreaders.

Personnel

Parks Maintenance

1 - Foreman III; 2 - Foreman I; 1 - Sprinkler Tech; 2 - Utility I; 4 Utility S; 32 - Summer Hire.

9 Full-time; 32 - Summer

Forestry

1 - Forester; 1 - Forestry Tech; 2 - Forestry Field Specialist; 7 - Summer Hire.

4 - Full-time; 7 - Summer

Golf Maintenance & Small Equipment (Mr. Bjerke)

1 - Asst. Superintendent; 1 - Foreman I Airport; 1 - Foreman I Prairie View; 2 - Utility Workers; 9 - Summer Hire; 1 - Foreman II; 1 - Mechanic.

7 - Full-time; 9 - Summer

Weed & Pest

1 - Director; 1 - Clerk; 3 - Seasonal Contractors.

2 - Full-time; 3 - Summer

Function of Space

Parks Maintenance

To service and maintain all park land for the City of Cheyenne.

Golf Maintenance

To service and maintain the Airport Golf Course and, secondarily, Prairie View Golf Course.

Forestry

To cultivate and maintain all trees on city property.

Weed & Pest

To control weeds and pests throughout Laramie County as requested.

II. Current Needs

Parks Maintenance

The main building of the Parks Maintenance Shops is in good condition and in excellent location to serve Lion's Park, the park's systems largest park. Three working greenhouses are also directly next to this building.

The shop space and inside work areas are extremely limited, and are used in the non-summer months for storage of equipment and vehicles that shouldn't be left outside. This makes it very hard to accomplish the inside work necessary during these months - painting tables, signs, making of barricades and fixing trailers and equipment and numerous other small projects related to park maintenance. These activities are performed by permanent employees who have little else to do during the cold, dormant winter months.

Also "When Forestry needs to work on one of their machines, no one else can work in the area as it is not large enough and the same is true if Parks is working on their equipment." (The quoted comment is from Dick Stratton, head of Parks Division.)

When Hangar #101 is vacated, Parks will lose approximately 246 sq. ft. of chemical storage space, 1289 sq. ft. of irrigation storage space, and 3540 sq. ft. of misc. parks storage. This space should be accommodated now, because it is inconvenient to the other facility, and also because it will be vacated by the winter of 1986.

Also approximately 20 - 1 ton pallets of fertilizer, taking up approximately 320 sq. ft. of the equipment storage space in the main shop building, are stored in the spring, taking up additional work and equipment storage space, and is not stored in compliance with EPA regulations. If equipment and vehicle storage was kept out of work room, 800 sq. ft.

would be enough; also if Forestry Division was allocated its own work space.

Since the main shop building is in good condition, and the shed to the south still provides dry storage, they could be used for storage of equipment, vehicles and supplies, along with the Fenced Storage Yard to the north, while the other services provided at this building could be moved to a new one. The gardening equipment necessary for operation of the greenhouses could also be kept there. This existing complex could then provide approximately 4000 sq. ft. of inside storage, and 5000 sq. ft. of outside fenced storage.

The misc. storage space in the hangar is roughly 60% utilized. The Parks Division has expanded to fill up the space available to it, not organizing storage - an approximately 2100 sq. ft. will be needed to replace it. Approximately 2428 sq. ft. is currently assigned to vehicles, equipment and misc. storage in the main shop building now, with an additional (approx.) 400 sq. ft. used in the work room. This means approximately 5000 sq. ft. of inside storage space is desirable for this division. Calculating another way, 56 pcs of equipment and vehicles at 135 sq. ft. each = 7616 sq. ft. This space would be for vehicles, equipment and misc. If funds are not available, tractors and other vehicles currently stored inside could be stored outside in covered protection with block heaters. Potentially all or part of this storage could be accomplished at the existing Main Shop Complex.

The division has a current need for organized, correct storage of its chemicals, seed and crushed rock and line for ballfields. for current storage levels, room for a maximum of approximately 35-40 pallets is necessary. If stacked 3 deep, base floor space of 250 sq. ft. would accommodate them all. Those items are stockpiled in the spring and used up over summer and fall.

An area also should be provided for paint storage. This division paints benches, garbage cans, signs, some machinery and misc. Most painting is done by hand. There should be a space provided for paint storage. Painting can be done in the work room.

Combining the irrigation supplies and work rooms found in the beach house and the hangar would consolidate these functions, making them more efficient and enabling the required space use to drop to about 1700 sq. ft. This would include space for irrigation repair; PVC pipe, water hose, PVC fittings and electric valve storage.

The existing tool and parts room is poorly organized and only partly used as such. Approximately 300 sq. ft. is sufficient for this activity.

The foreman's office is adequately sized.

The lunch and locker rooms are too small, but should be sized with joint use of other divisions in mind.

Forestry

Their existing frame house is not a long term solution for this department. The spaces that they currently use are in general adequate, if they could be organized into new building configurations.

If properly organized, the current chemicals used by the Forestry Department could be kept in less than 200 sq. ft.

The sprayer equipment that is kept both in the garage and in the hangar, must be kept indoors to avoid damage to the pumps, etc. This amounts to approximately 600 sq. ft. of space. The other items stored in the hangar could be kept in approximately 2000 sq. ft., and could be kept outside and covered if necessary.

The items stored in the driveways and old shed could be kept in approximately 1000 sq. ft.

Golf

The facility needs to be moved out of its present buildings - all in very bad condition. The outside storage yard is in a good location relative to the golf course and could be left as is.

All the chemicals used by the golf course, if properly stacked and stored, could be kept in 200 sq. ft.

The equipment and misc. presently stored in the hangar, the metal bldg and the other bldgs, could be stored in about 3900 sq. ft., taking the temporary storage out of the work room. This would include approximately 400 sq. ft. for irrigation supplies.

The work room and storage areas, if the storage was eliminated, would be adequate if 1800 sq. ft. were included, counting a painting work area. They paint ball washers, benches, garbage cans, signs and some machinery - usually brushing. A spray booth is not warranted.

A locked hand tool and parts room is necessary. It should include space for small equipment maintenance parts also (about 600 sq. ft.), since this shop could be much more efficiently located here with most of the equipment maintained, rather than miles away at the Happy Jack Road Fleet Maintenance Facility. 95% of Mr. Bjerke's work is for Parks & Golf and he spends most of his time on the road servicing equipment. His operation would be much more efficient if it was located in this facility. He requires 3750 sq. ft. of shop space for his work. This amount is sufficient for years into the future.

A grease pit bay is an excellent idea for a joint use space where minor site maintenance could be done by Parks, Golf Weed and Pest, and Forestry. This bay should be approximately 400 sq. ft.

A fuel facility with regular, deisel and unleaded should be provided, again for joint use as with the grease pit. Also, an outside wash area with a concrete pad, approximately 12' X 15', could again serve jointly.

Fenced outside storage for all misc. items which can be stored outside should be provided; approximately - 1680 sq. ft. has been determined to be adequate at this time.

Weed & Pest

Space used for chemical storage is adequate now, if properly organized. Bob Lee orders most chemicals for Parks, Golf, and Forestry now. All chemical storage and sack storage could be consolidated in one area, approved by EPA, with adequate drainage, ventilation, etc.

To get to the year 2000. Bob needs approximately 950 sq. ft. of chemical storage space. The other divisions will require approximately 1150 sq. ft. A space can be created where chemicals can be stacked on pallets on industrial shelving, with aisles in between for forklifts. This space could also accommodate a 500 sq. ft. mixing area with drains, emergency shower, eye wash, sinks and hoses. Also space for two sprayers to back in simultaneously could be provided, so that one can be loaded while the other is rinsed and sprayed - 700 sq. ft. This space also would be best served with an overhead hoist for lifting spray tanks from vehicles. The total space would be approximately 4800 sq. ft., and he could park all his vehicles there in the winter.

Bob also changes the oil and lubes his own chemical vehicles for safety reasons. If he was located at the joint use grease pit, this activity could be accomplished there.

When working with chemicals, Bob changes clothes 2 to 3 times a day. For this reason and because the other divisions in this section also need a shower facility, a joint use shower-locker room is advisable.

Joint Uses

Parks, Forestry, Weed & Pest and Golf are prime candidates for an overall joint use facility. They all:

- Use chemicals
- Require small equipment maintenance, which is performed by Mr. Bjerke.
- (Parks, Forestry and Golf) can beneficially be located near or on Lions Park and the Airport Golf Course.
- Require common work rooms, rest room space, lounge, locker shower areas, reception and secretarial areas.
- Require shop space.
- (Parks and Golf) require painting and irrigation.
- Require inside equipment storage and fenced exterior.
- Can beneficially use common fuel facility, outside wash area, grease pit room.

Locational Requirements

As above, Parks, Forestry and Golf should be on or near Lions Park and the Airport Golf Course. Weed & Pest serves the whole county. Their facility should be next to the users of chemicals and also near the small equipment maintenance shop.

III. Future Projections

Weed & Pest Department is becoming in more need as the population expands and as more people find out about their services. We project population growth for the Cheyenne Area (based on linear extrapolation of the MX-FEIS data of about 2% growth per year through 1992) at about 30% through the year 2000. In general, we would project about a 30% growth in this department resultantly.

Golf Maintenance

This facility services basically only the Airport Golf Course - with the addition of a metal bldg. at Prairie View. It will partially service Prairie View. The Parks Master Plan suggests at least one more 9 hole golf course is necessary for the city - suggesting that Prairie View could be added onto or a new 9 or 18 golf course built. Perhaps this need will be filled privately. If it is filled by the city, the new course would have to be serviced, at least temporarily (until a new facility could be built), by the Golf Maintenance Facility. To anticipate this possibility, at least a 25% general growth should be anticipated through the year 2000.

Parks and Forestry

Using the standard of the Greater Cheyenne Rec. Commission of 6 acres/1000 population of developed Parkland, and applying the 30% growth figure to year 2000, the city should about double its parkland by this time. Unless Neighborhood associations are formed, which will privately contract for maintenance, all maintenance will be performed from the Parks Maintenance Bldg. by Parks and Forestry. This means doubling the equipment and facility by the year 2000. This growth should be allowed for. Even near term, the Director of Parks and Recreation, Dave Romero, expects a 50% growth in developed athletic fields. By the year 2000, therefore, a doubling of the current service levels of these divisions should be anticipated.

IV. Recommendations

We recommend that all these divisions and the Weed & Pest Department be located on one building, on one site, either on or near Lions Park or the Airport Golf Course. Space should be as shown in the enclosed table for combining all these facilities.

Since all these facilities will be impacted greatly by the vacation of Hangar # 101, planning should begin immediately for a new building. Construction should commence not later than the fall of 1986.

The existing Park Maintenance Shop should continue to be used for inside and exterior storage and for the greenhouse equipment.

The recommendation for a joint building for Weed & Pest, Parks and Golf, was also contained in the City Capital Facilities Improvement Plan, January 1984.

TABLE 1

PARKS MAINTENANCE FACILITY
(Separate Facility)

To Year 2000

	Existing Area Sq Ft	*Separate Current Needs Sq Ft	Sq Ft Future Projections
Irrigation Shop & Storage Beach House & Hangar	2365	1700	3400
General Work Room	810	*800	1600
Tools & Parts Room (Partly for Equip)	510	*300	600
Lunch & Locker Room	155	*200	400
Foreman's Office	120	120	120
Inside Vehicle & Equipment Storage			
Misc. Supplies & Equipment			
Hangar	3540		
Main Shop	2428	*5000 (7516)	9000
Inside Light Garden Supplies (Green House Equipment) For 3 Greenhouses	150	150	150
Locked Chemical Storage (Hangar)	246	*250	*500
Fenced Vehicle Storage	5000	5000	5000
North of Main Shop			+5000
(Given configuration - if addition ext. storage is necessary, will be done elsewhere)			

* Areas subject to joint use

TABLE 2
FORESTRY DIVISION
(Separate Facility)

		To Year 2000	
	<u>Existing Area Sq Ft</u>	<u>Separate Current Needs Sq Ft</u>	<u>Sq Ft Future Projections</u>
Forester's Office	130	120	120
Forester Technician's Office	120	120	120
Secretary's Office- also used for reception area & for occasional office work by Forestry Field Specialists	210	210	300
Conference Room	120	*150	150
Multi - Use Rooms: Mtg, Lunch, Storage, Supplies, etc.	586	*586	586
Chemical Storage	225	*200	400
Sprayer Equipment (All Sprayer Equipment)	315	*600	1200
Misc - Storage	420	*420	840
Vehicle & Equipment Storage	1422	*1000	2000
Forestry Field Equipment	5400	*2000	4000

* Areas subject to joint use

TABLE 3
GOLF DIVISION
(Separate Facility)

	To Year 2000		
	<u>Existing Area Sq Ft</u>	<u>Separate Current Needs Sq Ft</u>	<u>Sq Ft Future Projection</u>
Foreman's Office	80	120	120
Rest Room	80	*150	
Lunch Room	260	*150	
Chemical Storage - Main Shop & Tin Shed	468	*200	250
Equipment storage & Misc. Storage			
Hangar # 101	651		
Metal Bldg.	1040	*3500	4375
Main Shop, Lean-to & Tin Shed	1903		
Work Room & Storage (including painting)	2190	*1800	2250
Locked Tool Room & Parts Room	220	*600	600
Grease Pit Room	418	*400	400
Exterior Storage Yard - Top Soil Dressing, Sand, etc.	22,500	22,500	22,500
Fuel Facility - Reg/Deisel/Unleaded	Reg/Deisel	Add Unleaded	
Irrigation Supplies	in above	*400	500
Small Equipment Shop (Bjerke)	2000	3750	3750
Outside Wash Area w/concrete pad		*180	360
Fenced Outside Storage		*1680	2100

* Areas subject to joint usage

TABLE 4
WEED & PEST
(Separate Facility)

		To Year 2000	
	Existing Area Sq Ft	Separate Current Needs Sq Ft	Sq Ft Future Projection
Chemical Storage	1300	*1500	1950
Shop/Work Room/Mixing Area	600	*400	520
Joint Use Mixing Area		*500	500
Laboratory	170	100	130
Equipment, Vehicle Storage & Some Chemical Storage	1040		
Receptionist Room	250	250 (Off. for Secty)	250
Office for Director & Secretary	320	150 (Private Off.)	150
Vehicle Storage in Open Area in Hangar	4000		
<u>Joint Use</u> Chemical Storage, Mixing, Vehicle Storage area Includes Squared Items Above	in above	4800	4800

* Areas subject to joint usage

PRELIMINARY SPACE REQUIREMENTS IF PARKS MAINTENANCE,
GOLF COURSE MAINTENANCE, FORESTRY AND WEED & PEST
WERE ALL LOCATED TOGETHER

	<u>Current Needs, Sq Ft</u>	<u>Projected to Year 2000, Sq Ft</u>
Parks Foreman's Office	120	120
Golf Foreman's Office	120	120
Forester's Office	120	120
Forester Technician's Office	120	120
Weed & Pest Director's Office	150	150
Secretarial Office & Reception Area	400	500
Men's Rest Room	200	200
Women's Rest Room	150	150
Shower & Locker Room	500	500
Lunch Room	400	600
Conference Room	200	300
Chemical Storage, Mixing Area	4800	4800
Weed & Pest Vehicle Storage (Winter)		
Grease Pit Bay	400	400
Irrigation Supplies & Shop	2100	3900
Tool & Parts Room (Locked)	900	1200
General Work Room (including painting)	3000	4370
Small Equipment Shop	3750	3750
Weed & Pest Lab	100	130
*Inside Vehicle, Equipment, Supplies And Misc. Storage	12,320	15,415
Light Garden Supplies	150	150
Inside Needs	30,000	36,995
+ 10%	<u>3,000</u>	<u>3,699.5</u>
Bldg. Area	33,000	40,694.5

*Some Items Can Possibly be Stored
Outside If Budget Dictates

(less 4000 sq. ft.
to existing Park Shop)

Fenced Outside Storage (Less 5000 sq. ft. to Park Shop Existing)	9,680	18,100
Outside Wash Area - With Concrete Pad	180	360
Fuel Facility - Deisel, Unleaded, Reg (very approximate)	4,000	4,000
Exterior Storage Yd - Golf Can Remain - Does Not Have to Locate With New Facility	(22,500)	(22,500)
Parking	12,000	18,000
Ext.	25,860	40,460
Total	58,860	81,155
+50%	88,390	121,732.5
or	2.03 ac.	2.79 ac.
(Less Garden Storage, 5000 Sq. Ft. Outside Fenced Storage and 4000 Sq. Ft. of Inside Storage at the Existing Park Shop)	-9,150	-9,150
or	1.82 ac.	2.58 ac.

Co-location Matrix

LEGEND
 Important (solid black circle)
 Desirable (half-filled circle)
 Not Necessary (empty circle)

SALT SHED STORAGE	SALT SHED STOR	STREET & ALLEY	TRAFFIC	FLEET MAINT.	ROUTINE MAINT.	FUELING FACILITY
STREET & ALLEY	Important	Desirable	Important	Important	Important	Important
TRAFFIC	Desirable	Important	Important	Important	Important	Important
FLEET MAINT. (now at 2731 hjr)	Not Necessary	Important	Important	Important	Important	Important
ROUTINE MAINT. (now at 15th & Snyder)	Not Necessary	Important	Important	Important	Important	Important
FUELING FACILITY	Not Necessary	Important	Important	Important	Important	Important
TRANSFER STATION PACKER STORAGE	Not Necessary	Desirable	Not Necessary	Important	Important	Important

Figure 1

COLOCATION MATRIX - DEFINITION & ANALYSIS

Salt Shed & Storage -

- Important - to be adjacent to S & A facility, due to high rate of usage by this division.
- Desirable - to be close to Traffic Department due to small amount of material stored here.

Street & Alley Facility

- Important - to be adjacent to Salt Shed & Storage.
 - to be adjacent to Fleet Maintenance and Routine Maintenance due to large numbers of vehicles and equipment needing service.
 - to be adjacent to Fueling Facility due to large numbers of vehicles and equipment requiring regular fueling.
- Desirable - to be in shared building with Traffic Department due to common needs for lounge, locker, conference, bathroom and vehicle storage space.
 - to be close to Transfer Station for immediate clearing of driveways and roads in winter and servicing of same the rest of year.

Traffic Facility

- Important - to be near Fleet Maintenance and Routine Maintenance due to vehicles which need service.
 - to be close to Fueling Facility because of vehicles requiring regular fueling.
- Desirable - to be in same building with S & A as discussed above.
 - to be close to Salt Shed and Storage as discussed above.

Fleet Maintenance & Routine Maintenance

- Important - with the exception of the Salt Shed & Storage Facility, it is important for Fleet Maintenance to be adjacent to all other listed facilities so that the repair and maintenance services it offers are quickly and easily available.

It is especially important that Fleet and Routine Maintenance be located in the same building, so that all functions performed under the supervision of the Director of Fleet Maintenance be kept under the same roof. Then all parts inventories could be consolidated - preventing running back and forth. Tools, equipment, and personnel facilities

needed in common can be used together. Actually one function is served by both facilities - to maintain and repair the vehicles and equipment of the City of Cheyenne. They should be in one location, under one roof.

Fueling Facility

- Important - it is important for this facility to be near all vehicles requiring regular refueling. All listed facilities, except Salt Shed & Storage, have vehicles and need to be close. The Fleet Maintenance Division has computerized maintenance control of all vehicles. If a digital fueling operation is installed, it should be immediately adjacent to the Fleet Maintenance building to facilitate wiring their computer directly to the control mechanism on the fueling pumps. This way vehicle and personal ID numbers, along with the type and quantity of fuel, would be automatically entered into the computer records.

Transfer Station

- Important - to be adjacent to Fleet & Routine Maintenance, because of large number of vehicles requiring regular service.
- to be adjacent to Fueling Facility due to need for regular refueling.
- Desirable - to be near S & A division so roads and drives can be quickly kept clear and repaired.

Summary

Since all facilities listed, except for the Salt Shed & Storage, show an Important reason to be adjacent to the Fleet Maintenance & Refueling Facilities and since the Street and Alley Facility needs to be adjacent to the Salt Shed & Storage Facility, this matrix supports colocation of all the listed facilities. And since a site has been selected, purchased and prepared for the Transfer Station and Fueling Facilities, this matrix indirectly supports locating all facilities adjacent to this existing site.

Matrix Costs

If Transfer Station is located away from the remainder of the Public Works Complex, these are some of the additional equipment and personnel costs which would ensue:

1. S & A Division would most probably be expected to keep the roads and approaches clear of snow and ice.

This action would probably be required at least 5 times a year, including possibly sanders and plows, blades, loaders and dumps. If one sander and plow (\$30), one blade (\$43), one loader (\$61) and one

dump (\$31), with men, were required, the cost would be approximately \$165/hour. (From figures supplied by S & A Department.)

That means that the City could accrue a cost of about \$165/hour for the same spent in transit from the Public Works Complex to the transfer Station and bad snow days.

2. Sanitation Department vehicles will require frequent maintenance at the Fleet Maintenance Facility. At least 3 packers vehicles a day are inspected routinely and serviced if necessary. This occurs 5 days a week, every week of the year. Valuing the packer with a driver at \$30/hour, if the two facilities were 1/2 hour apart, the city would accrue extra cost at the rate of 3 hours or \$90/day.

SPACE & SITE AREA
CITY CENTRAL SHOPS

AREA DESCRIPTION	EXIST AREA	REQUIRED DIMENSIONS	REQUIRED AREA
REPAIR GARAGE	14,800		14,800
WASH BAY	1,200	25 X 35	875
MACHINE SHOP/WELDING	2,390		2,400
PARTS ROOM	3,760		4,000
LUNCH ROOM	400		400
MEN'S R. R	170		170
OFFICE	190		190
OFFICE	120		120
SECRETARY/RECEPTION	490		480
REST ROOM (2 EXIST)	90		170
PAINT STORAGE	30		70
TIRE STORAGE	440		1,000
TIRE BAY	1,470		2,075
LUBE & OIL BAYS	3,000	6 @ 20 X 35	4,200
BODY SHOP	--	20 X 60	1,200
OIL STORAGE	--	10 X 30	300
PAINT BOOTH	1,000	20 X 60	1,200
SUB TOTAL		=	33,290
		+ 10%	= 3,310
1. BUILDING TOTAL	=		36,600 S.F.
2. PARKING LOT	=	30 X 300	= 9,000 S.F.
3. DRIVEWAYS, STORAGE	=		40,000 S.F.
			85,600
		+ 50%	42,800
			127,400 S.F.
SITE AREA (MINIMUM)		=	<u>3 ACRES</u>

BUILDING & SITE AREA
STREET & ALLEY

AREA DESCRIPTION	EXIST AREA	REQUIRED DIMENSIONS	REQUIRED AREA
FOREMEN'S OFFICE	400		150
OFFICE	-		120
SHOP	880	20 X 35	700
STORAGE	1,640		400
LOCKED STORAGE	700		580
<u>TRAFFIC</u>			
FOREMAN'S OFFICE	110		150
OFFICE	160		200
SIGNAL SHOP	140		240
SIGNAL STORAGE	--		1,500
PAINT BOOTH	----- 3,200		100
SIGN FABRICATION & STORAGE	--		1,500
STORAGE	480		800
PAINT STORAGE	600		600
STORAGE - MISCELLANEOUS	2,200		1,200
COMPUTER ROOM	--		100
MEN'S R. R.			200
WOMEN'S R. R.			200
LOCKERS & LUNCH ROOM	1,010		1,100
WASH BAY - INDOOR	80	20 X 35	<u>700</u>
SUB TOTAL =			10,540
			+ 10%
1. BUILDING TOTAL =			<u>11,600</u> S.F.
2. WASH BAY =			1,100
3. PARKING LOT =			18,000
4. VEHICLE & STOR. (TRAFFIC) =			10,000
5. VEHICLE & SOTR. (STREET & ALLEY) =			<u>50,000</u>
			90,000 S.F.
			+ 50%
SITE AREA (MINIMUM)			<u>45,400</u>
			= 136,100 S.F. =
			3.1 AC.

BUILDING & SITE AREA
SALT SHED (STREET & ALLEY)

AREA DESCRIPTION	EXIST AREA	REQUIRED DIMENSIONS	REQUIRED AREA
SALT STORAGE	1,800	30 X 60	1,800
STORAGE (INSIDE)	1,080		--
STORAGE (OUTSIDE)		350 X 350	= <u>122,500</u>

SITE AREA (MINIMUM) = 3 ACRES

BUILDING & SITE AREA
GOLF MAINTENANCE

AREA DESCRIPTION	EXIST AREA	REQUIRED DIMENSIONS	REQUIRED AREA
OFFICE	80		150
REST ROOM	80		150
LUNCH ROOM	260		150
CHEMICAL STORAGE	130	(MOVE TO PARKS)	---
STORAGE	1,040		400
WORK ROOM	2,190		1,200
EQUIPMENT STORAGE	5,000		6,000
TOOL ROOM	220		100
PARTS	0		300
PAINT ROOM	0		400
SHOP (BJERKE)	0	50 X 75	3,750
SUB TOTAL	=		<u>12,600</u> S.F.
		+ 10%	1,300
1. BUILDING TOTAL	=		<u>13,900</u> S.F.
2. PARKING LOT	=	10 X 300	3,000
3. STORAGE	=		20,000
			<u>36,900</u>
		+ 50%	18,500
SITE AREA (MINIMUM)	=		<u>55,400</u> S.F. = 1.3 Ac.

BUILDING & SITE AREA

	AREA DESCRIPTION	EXIST AREA	REQUIRED DIMENSIONS	REQUIRED AREA
<u>PARKS:</u>	CHEMICAL STORAGE & FERTILIZER	2,320		3,600
	IRRIGATION SHOP & STORAGE	2,365		2,400
	WORK ROOM	810		800
	TOOL & PARTS ROOM	510		300
	OFFICE - FOREMAN	120		120
	EQUIPMENT STORAGE		*USE EXIST BLDG.	2,350*
	GARDEN EQUIPMENT	350		350*
	PAINT STORAGE	0		150
	EQUIPMENT STORAGE			1,200
	STORAGE - MISCELLANEOUS	3,520		1,800
				<u>10,370</u>
<u>FORESTRY:</u>				
	OFFICE	120		130
	OFFICE	130		130
	STORAGE	420		420
	SPRAYER EQUIPMENT	320		320
	SECRETARY	210		210
	CONFERENCE	120		150
<u>WEED & PEST:</u>				
	RECEPTIONIST	250		240
	OFFICE	320		150
	LABORATORY	170		170
	SHOP/WORK ROOM	600		1,160 S.F.

MENS' R.R.			150
WOMEN'S R.R.			150
LUNCH ROOM			400
			<u>700 S.F.</u>
SUB TOTAL	=		13,590
		+ 10%	1,360
			<u>14,950</u>
1. BUILDING AREA	=		9,000
2. PARKING	=	30 X 300	8,000
3. VEHICLE & STOR. (PARKS)	=		2,000
4. VEHICLE & STOR. (FORESTRY)	=		5,000
5. VEHICLE & STOR. (WEED PEST)	=		<u>38,950</u>
		+ 50 %	19,500
SITE AREA (MINIMUM)	=		<u>58,450 =</u>
			1.4 AC.

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PART III

SITE SELECTION

Background and Scope

As part of the projects planning process a site selection component was considered integral to the prearchitectural study. As part of the study a comprehensive analysis of sites was undertaken. The approach to accomplish this task was the defining of suitable land areas which could be reviewed for prospects. It was decided early in the process that the site selection element would be divided into two components as follows:

- A. Public Works Complex
 - Street & Alley Department
 - Central Shops
 - Traffic Shops & Associate Facilities
- B. Parks and Golf Course Maintenance Building.

To begin the process facility sizes were defined on a preliminary basis.

The Public Works Complex was broken down as follows:

Street & Alley Dept.	=	136,100	Sq. Ft.
Salt Shed	=	122,500	Sq. Ft.
Central Shops	=	127,400	Sq. Ft.
TOTAL	=	386,000	Sq. Ft.

This square foot figure with an expansion factor translated into a minimum site area of 10 acres.

The Parks and Golf Course Maintenance Building was estimated as follows:

Golf Maintenance	=	55,400	Sq. Ft.
Parks	=	10,370	Sq. Ft.
Forestry	=	1,360	Sq. Ft.
Weed & Pest	=	58,540	Sq. Ft.
TOTAL	=	128,580	Sq. Ft.

This square foot figure also with expansion and growth as a consideration translated into a site area of 3 acres.

The site examination was divided into several steps which are outlined as follows:

- A review of the City Land File
- A review of existing properties listed in Real Estate Publication
- Interviews with City Staff relative to desirable locations.
- Field Reviews
- Major Site Identified
- General site evaluations
- Detailed Site examinations
- Research
- Video taping

Selected site analysis
Opportunities & Constraints
Review of Recommended Sites

The site selection process included a review by the Steering Committee at critical points in the process for the purpose of guiding the consultants.

The initial approach was the identification of general locational criteria which initially selected sites could be measured against. This process would thus eliminate sites which had major constraints and/or problems. Once sites were narrowed to the most feasible alternatives a more concise and definitive selection criteria was applied to provide a means of finalizing the site selection process.

METHODOLOGY

In evaluating potential sites for both the Public Works Complex and the Park and Golf Course Maintenance Building a matrix was developed which addressed major site selection factors. The matrix as shown in figure 2 considered 25 various environmental/physical factors, a impact factors component which is isolated into seven categories indicative of the severity of the factor, its' presence and its' potential for influencing the site. A total of 11 sites were reviewed to ascertain their potential. The sites were also video taped and presented to the committee for review. A series of issues were noted and included as part of the overall evaluation critique. It was decided to evaluate all 11 sites within the context of a more specific site evaluation matrix with 15 more precise criteria.

A numeric rating system is utilized to determine the two principal sites for consideration. Once the two sites were agreed upon by the committee as prime sites, an Opportunities and Constraint map was prepared to identify any development limitations or opportunities. The sites were then presented to the Committee, the Mayor's office and the City Council.

The site selection factors are defined in general terms.

The Site Evaluation Matrix:

The site evaluation matrix was the instrument used for rating of the individual sites. The following elements were utilized as the major determinants for site ratings. They are defined for purposes of this study as follows:

Adequate Size:

A minimum size requirement for both sites was established. They were as follows:

Public Works Complex *	= 10 ac.
Parks & Golf Course Maintenance Facility	= 3 ac.

SITE SELECTION MATRIX

SITE LOCATION: _____

DATE: _____

LOCATOR NO. _____

ENVIRONMENTAL/PHYSICAL FACTOR	IMPACT FACTOR	SEVERE	MODERATE	SLIGHT	PRESENT	NON-PRESENT	POTENTIAL	NON-POTENTIAL
1.EXISTING SLOPE CHARACTERISTICS								
2.MAJOR DRAINAGE WAYS								
3.MINOR DRAINAGE WAYS								
4.GENERAL GEOLOGY								
5.ZONING/LAND USE								
6.WETLAND AREAS								
7.EXISTING VEGETATION								
8.VEGETATIVE SUCCESSION/SENSITIVITY								
9.HISTORIC SIGNIFICANCE								
10.PROXIMITY TO SERVICE AREA								
11.VEHICLE ACCESSIBILITY								
12.PEDESTRIAN ACCESSIBILITY								
13.ON-SITE VIEWS								
14.OFF-SITE VIEWS								
15.FIRE/POLICE DEPT. ACCESS								
16.MAINTENANCE/REFUSE ACCESS								
17.HIGHWAY INFLUENCE								
18.COLLECTOR STREET INFLUENCE								
19.ADJACENT LAND INFLUENCE								
20.EXISTING WATER MAINS								
21.EXISTING STORM SEWER								
22.EXISTING SANITARY SEWER								
23.EXISTING TELEPHONE								
24.EXISTING ELECTRICAL								
25.OTHER UTILITIES PRESENT								

Figure 2

Building Expansion:

The ability to expand the basic facilities to accommodate future expansion. Therefore, the site must be of adequate size to accommodate new expansion due to increased needs, technological changes, and identified or unidentified impacts.

Parking and Service Vehicles:

Adequate size to accommodate exterior parking requirements for employee and visitor parking and for service vehicles.

Building Siting Flexibility:

The ability of the site to permit siting to take advantage of energy conservation, access and design innovations.

Site Access:

The ability of the site to provide ample opportunity to provide safe and adequate access to public right-of-way.

Site Condition:

This contains two basic components - soil and topography. This element is evaluated on a very general basis using available data. Once a site is selected, more definitive evaluations should take place. Only obvious visible conditions would be noted.

Site Costs:

The two component cost factors considered in this study effort are estimated acquisition and demolition/development costs. Development cost would be such things as unusual costs for extending roads, signalization, etc. The other costs, acquisition and demolition, are self explanatory.

Availability of Utilities:

This factor involves the rating of ready access to appropriate utilities to the site.

Zoning/Land Use:

The comparison of existing to proposed zoning and the existing land use. This factor also takes into account surrounding land uses and the possible impact of the proposed zoning and land use on the surrounding land values.

Proximity to Service Area:

The site location with respect to the City of Cheyenne, and in the case of the Park and Golf course maintenance facility, its proximity to parks and golf courses. The access to good road network was considered within the framework of this factor.

Replacement of Existing Uses:

This factor looked at the value of the existing use in comparison to the proposed facility. Does the new use improve or deteriorate the existing use.

Neighborhood Acceptance:

This is totally a value judgement and is predicated on the surrounding uses. This can only be realistically determined through the public hearing process.

The rating system is defined through the use of the following gradients:

1. Un-Acceptable
2. Below Average
3. Acceptable
4. Above Average
5. Excellent

Site Evaluation

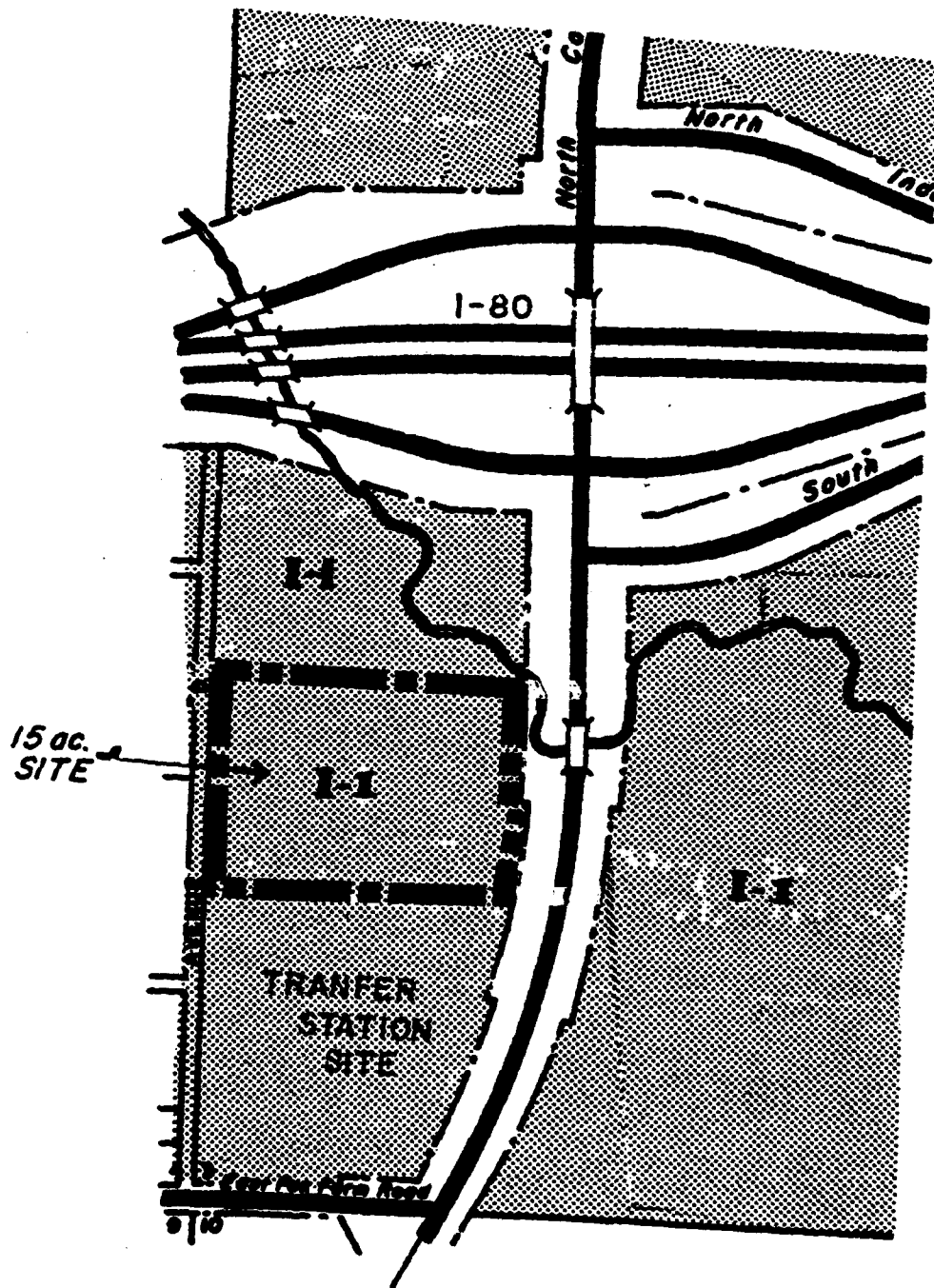
The following provides a brief description of the site and assessment of its limitations as indicated in the Site Selection Matrix. Each description has an identifier or locator number which corresponds to the site maps. A matrix is also included for each site identified.

A site evaluation matrix is presented in figure 3 and quantifies the rankings of each site. The higher the number indicated in the total score column, the better the site is for the particular project.

The sites evaluated for the Public Works Complex are presented first, followed by the Parks and Golf Course Maintenance Facility.

Public Works Complex

Site No. 1: A 15 acre parcel located at the intersection of College Drive and Fox Farm adjacent to the Transfer Station Site. The present land use of the site is grazing. The zoning on the site is appropriate with designation I-1, heavy industrial. The construction of the transfer station has caused the development of both water and sewer service adjacent to the 15 acre parcel



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Study
 Site 1

Public Works Complex

15 ac. SITE
 Cheyenne, WY

SITE LOCATION: College Drive and Fox Farm

DATE: 10-10-84

LOCATOR NO. 1

Notes:

4. Geology - Borings on adjacent property West of Site indicates possible ground water influence.

on the southern boundary. This new development provides adequate water and sewer service. The adjacent 10 acre transfer station parcel has been annexed to the City and therefore City services would be available.

The site drains in a north-easterly direction to the flood plain area of Crow Creek. An irrigation ditch traverses the site within the limits of the existing flood plain.

Access to the site is excellent with an existing access point on College Drive. There would be additional access to the adjoining transfer station site. Power to the site is present and is adequate for the proposed uses.

Adjacent land uses are vacant with grazing on the North, I-1 Transfer Station on the South, College Drive and vacant grazing land on the East and residential on the West along Avenue "D" with some commercial uses present. The Cheyenne Area Development Plan has no use designated, primarily due to the land being in the County. The County Zoning Map designates the proposed use as I-1 Industrial. The site is under private ownership and land acquisition would be required. The site is not platted. Land acquisition of this site is viable and the City has an option to purchase this site.

Site Evaluation and Selection

This site meets all of the major criteria identified on the Site Selection Matrix with a notation on possible ground water problem. This concern has been identified due to problems encountered by the investigation of the transfer station site.

The Site Evaluation Matrix gives this site a score of 64 out of a possible 75. (See Figure 3)

Site No. 2

This site is an existing warehouse facility located at 1801 Pacific Avenue and is known as the Georgia Pacific Facility. A more definitive description of the site is Lot 4, Block 1, Upland Park, a subdivision of the City of Cheyenne. The site contains 12.15 acres of land. The building complex of the site is composed of two major buildings A & B and are as follows:

Warehouse

Building A	120' X 485'	=	56,952 sq. ft.
Building A Ext.	41' X 120'	=	4,920 sq. ft.
Warehouse B,	100' X 375'	=	37,500 sq. ft.
Total		=	102,564 sq. ft.

The facility is presently vacant. The building facilities contain administrative and storage space. Parking for 22 vehicles is provided.

The zoning of the property is I-1. All utilities are in and are adequate to service the proposed use.

The site drainage has been mitigated through the use of paving and design of the site. Access to the site is from Parsley Boulevard and appears adequate for the existing use; however, for the proposed use, it would create some problems for city response and possibly create congestion.

The parcel is located within an existing industrial park and surrounding uses are similar. The Cheyenne Area Development Plan calls for continued Industrial Use. There is residential use east of Parsley Blvd. The other surrounding areas are North - Railroad, South - I-80 and West - Clear Creek Park (open space).

The parcel and facilities are under private ownership and are available for acquisition. The price is negotiable. The ownership is with Georgia Pacific Corporation.

Site Evaluation and Selection

The Site Evaluation Matrix gives this site a score of 52 out of a possible 75. (See Figure 3)

This site was considered for remodeling and was costed out to reflect the total impact of retrofitting and updating to house the Public Works Complex. The following breakdown is included since this factor is critical to the selection recommendation:

REMODELING AND RETROFITTING

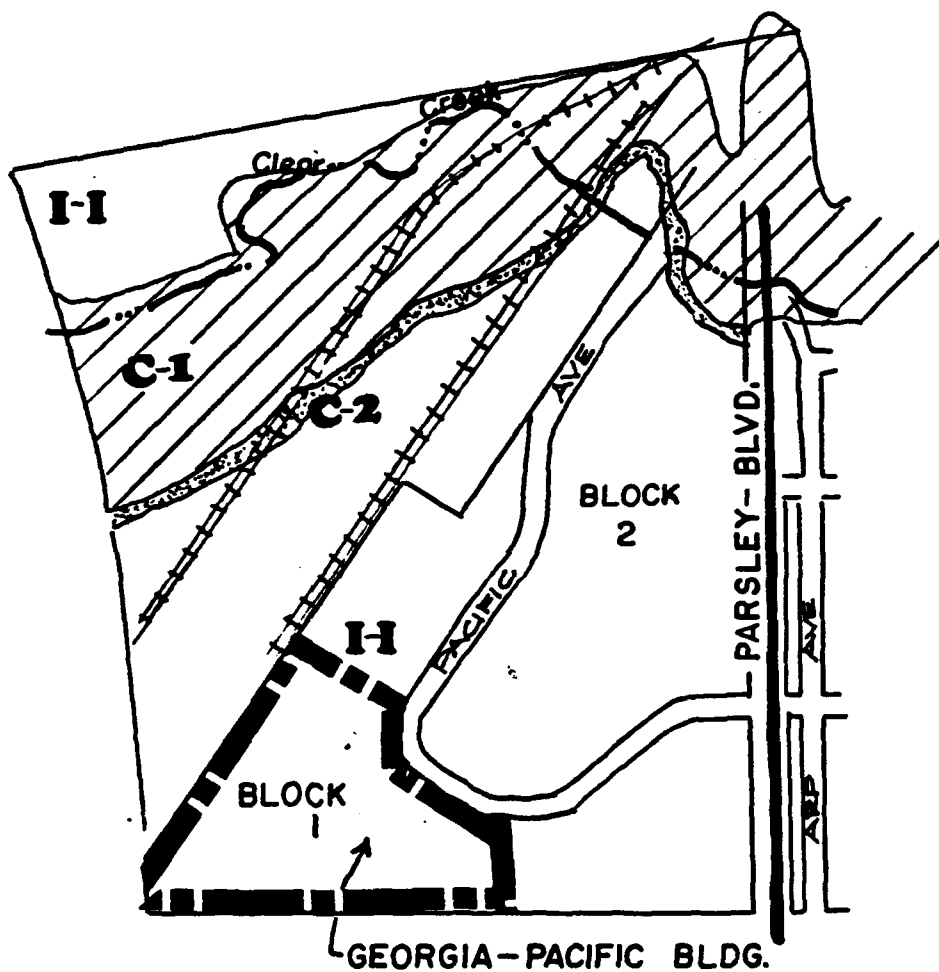
Estimate of Probable Construction Cost

Public Works Complex

Site 2 (Georgia Pacific)

Phase I (Street & Alley/Traffic)

Acquisition of Existing Bldgs w/12.5 acres	=	\$2,430,000
Remodel South Bldg		
Heating and Ventillating	= 63,000 sf x 3.50/sf	= 220,000
Remodeled Areas	= 14,200 sf x 25.00/sf	= 355,000
Additional Insulation	= 63,000 sf x 1.00/sf	= 63,000
Salt Shed	= 3,000 sf x 20.00/sf	= 60,000
	Subtotal	= 3,128,000
A - E Fees	=	42,000
	Phase I Total	= \$3,170,000



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Services

Study
Site 2

Public Works Complex

FOR
Cheyenne, Wyoming

SITE SELECTION MATRIX

SITE LOCATION: Georgia Pacific

1801 Pacific Avenue

DATE: 11-6-84

LOCATOR NO. 2

1981 PUBLIC RECORDS		DATE: 11-6-84		LOCATOR NO. 2		IMPACT FACTOR		
ENVIRONMENTAL/PHYSICAL FACTOR		SEVERE	MODERATE	SLIGHT	PRESENT	NON-PRESENT	POTENTIAL	NON-POTENTIAL
1.	EXISTING SLOPE CHARACTERISTICS			●				
2.	MAJOR DRAINAGE WAYS					●		
3.	MINOR DRAINAGE WAYS						●	
4.	GENERAL GEOLOGY							●
5.	ZONING/LAND USE							●
6.	WETLAND AREAS							●
7.	EXISTING VEGETATION							●
8.	VEGETATIVE SUCCESSION/SENSITIVITY							●
9.	HISTORIC SIGNIFICANCE							●
10.	PROXIMITY TO SERVICE AREA						●	
11.	VEHICLE ACCESSIBILITY				●			
12.	PEDESTRIAN ACCESSIBILITY						●	
13.	ON-SITE VIEWS							●
14.	OFF-SITE VIEWS							●
15.	FIRE/POLICE DEPT. ACCESS				●			
16.	MAINTENANCE/REFUSE ACCESS				●			
17.	HIGHWAY INFLUENCE							●
18.	COLLECTOR STREET INFLUENCE				●			
19.	ADJACENT LAND INFLUENCE				●			
20.	EXISTING WATER MAINS				●			
21.	EXISTING STORM SEWER							
22.	EXISTING SANITARY SEWER				●			
23.	EXISTING TELEPHONE				●			
24.	EXISTING ELECTRICAL				●			
25.	OTHER UTILITIES PRESENT						●	

Note: Access from Parsley Blvd. only

Phase II (Fleet Maintenance)				
Remodel North Bldg	=	37,500 sf	x 30.00/sf	= \$1,125,000
Paving Additional Parking	=	4,444 sy	x 4.50/sy	= 20,000
			Subtotal	= \$1,145,000
A - E Fees	=			69,000
			Phase II Total	= \$1,214,000
Total Project Cost for Site 2				= \$4,384,000

The highest and best use for this property is warehousing distribution and manufacturing. This site should be maximized as a resource to further the economic development goals of the City of Cheyenne.

Site No. 3

This site is situated between Campstool Road and Livingston Road adjacent to Rocky Mountain Industrial Park. The site contains approximately 15 acres. The land is presently used for grazing and is vacant.

The zoning is I-1

The site does not have water and sewer but these utilities can readily be made available. Drainage can be a problem since the site is adjacent to the College Drive and I-80 interchange and the west side of the site is the embankment for College Drive thus creating a substantial slope which would add considerable to site drainage. Access to the site would be on Livingston and possibly on Campstool Road, both of these provide direct access to the city.

This parcel is in the County and would require platting and annexing the zoning is compatible; therefore, no action would be required. The parcel is in private ownership and is available but could be expensive to acquire.

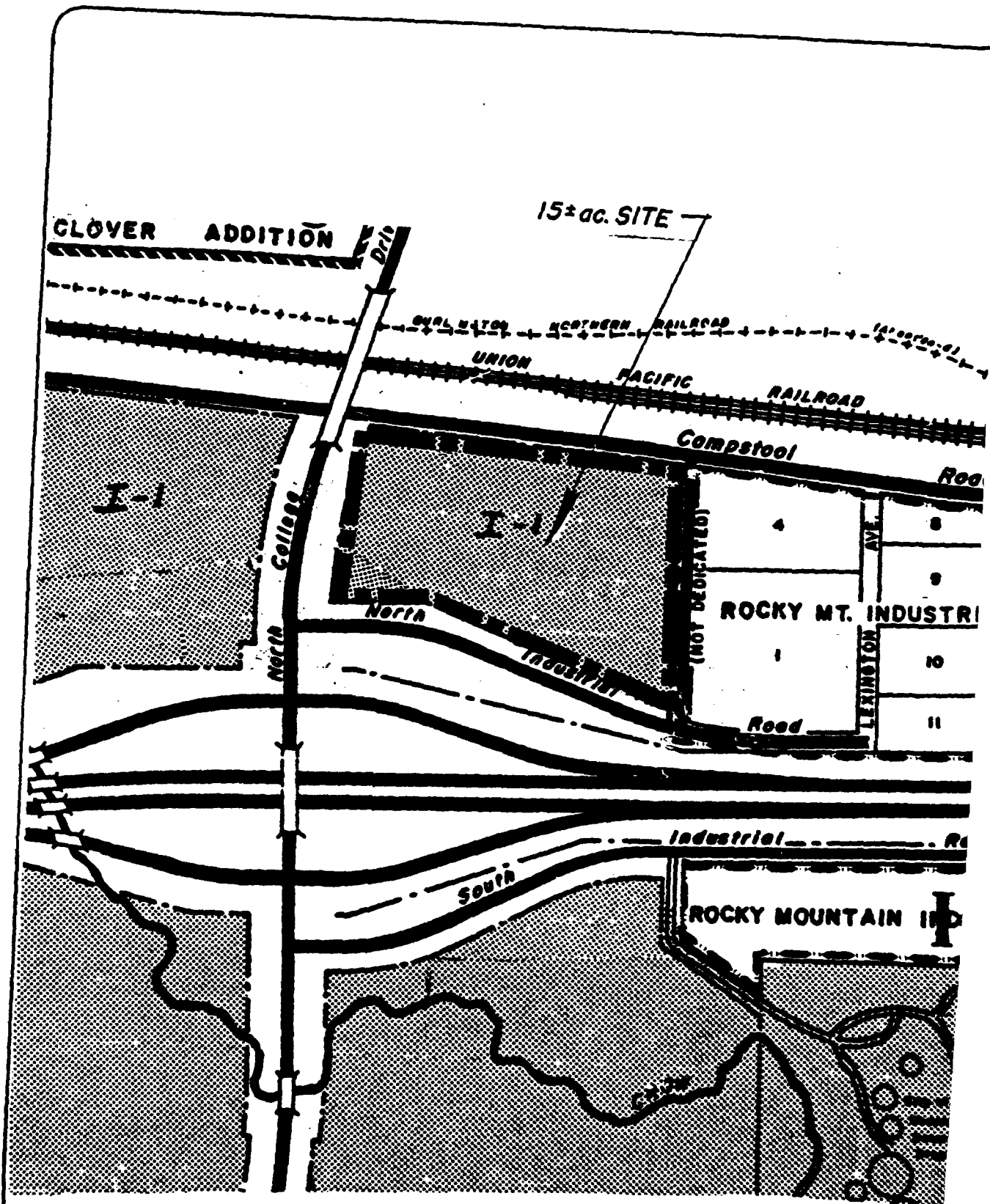
Site Evaluation and Selection

The site evaluation matrix gives this site a score of 46 out of a possible 75. (See Figure 3)

The site meets many of the site selection criteria except acquisition, topography and drainage could pose some development problems.

Site No. 4

This site is 4.5 acres situated at the intersection of Happy Jack Road and North Westland Road and is known as the Cook Addition. The present use of the site is vacant and is zoned C-1 and C-2. Utilities are adjacent to the site. The C-1 and C-2 zoning addresses the issue of drainage. Access is on North Westland Road it is dubious that an additional access on Happy Jack Road.



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Study
Site 3

Public Works Complex

Cheyanne, Wyoming

SITE SELECTION MATRIX

SITE LOCATION: Adjacent to Rocky Mountain Ind. Park

Campstool and Livingston

DATE: 11-12-84

LOCATOR NO. 3

ENVIRONMENTAL/PHYSICAL FACTOR

IMPACT FACTOR

SEVERE

MODERATE

SLIGHT

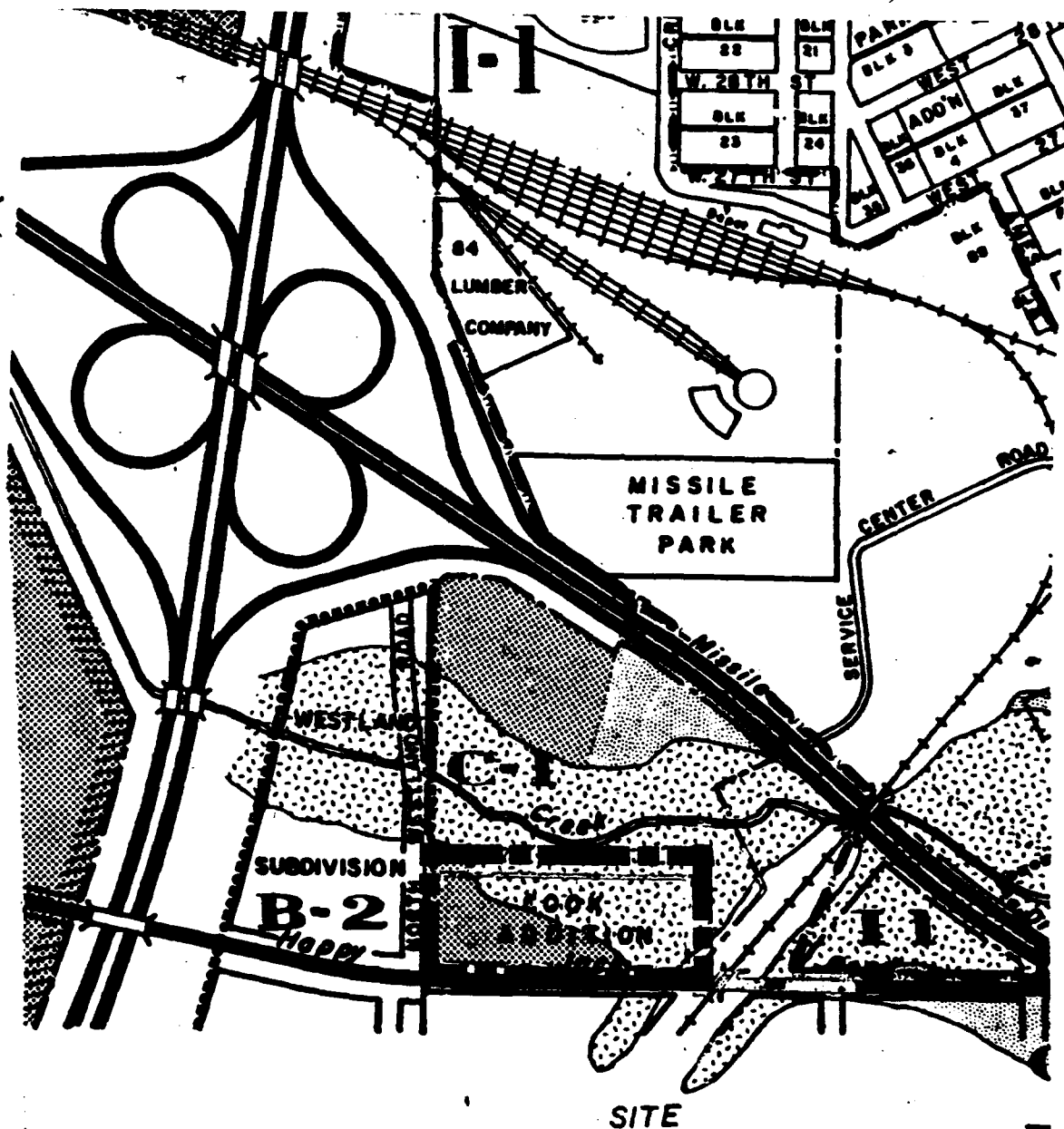
PRESENT

NON-PRESENT

POTENTIAL

NON-POTENTIAL

1. EXISTING SLOPE CHARACTERISTICS
2. MAJOR DRAINAGE WAYS
3. MINOR DRAINAGE WAYS
4. GENERAL GEOLOGY
5. ZONING/LAND USE
6. WETLAND AREAS
7. EXISTING VEGETATION
8. VEGETATIVE SUCCESSION/SENSITIVITY
9. HISTORIC SIGNIFICANCE
10. PROXIMITY TO SERVICE AREA
11. VEHICLE ACCESSIBILITY
12. PEDESTRIAN ACCESSIBILITY
13. ON-SITE VIEWS
14. OFF-SITE VIEWS
15. FIRE/POLICE DEPT. ACCESS
16. MAINTENANCE/REFUSE ACCESS
17. HIGHWAY INFLUENCE
18. COLLECTOR STREET INFLUENCE
19. ADJACENT LAND INFLUENCE
20. EXISTING WATER MAINS
21. EXISTING STORM SEWER
22. EXISTING SANITARY SEWER
23. EXISTING TELEPHONE
24. EXISTING ELECTRICAL
25. OTHER UTILITIES PRESENT



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Study Site 4

Public Works Complex

Cheyenne, Wyoming

SITE SELECTION MATRIX

SITE LOCATION: Happy Jack and North Westland Road

DATE: 11-17-84

LOCATOR NO. 4

ENVIRONMENTAL/PHYSICAL FACTOR

1. EXISTING SLOPE CHARACTERISTICS
2. MAJOR DRAINAGE WAYS
3. MINOR DRAINAGE WAYS
4. GENERAL GEOLOGY
5. ZONING/LAND USE
6. WETLAND AREAS
7. EXISTING VEGETATION
8. VEGETATIVE SUCCESSION/SENSITIVITY
9. HISTORIC SIGNIFICANCE
10. PROXIMITY TO SERVICE AREA
11. VEHICLE ACCESSIBILITY
12. PEDESTRIAN ACCESSIBILITY
13. ON-SITE VIEWS
14. OFF-SITE VIEWS
15. FIRE/POLICE DEPT. ACCESS
16. MAINTENANCE/REFUSE ACCESS
17. HIGHWAY INFLUENCE
18. COLLECTOR STREET INFLUENCE
19. ADJACENT LAND INFLUENCE
20. EXISTING WATER MAINS
21. EXISTING STORM SEWER
22. EXISTING SANITARY SEWER
23. EXISTING TELEPHONE
24. EXISTING ELECTRICAL
25. OTHER UTILITIES PRESENT

IMPACT FACTOR	SEVERE	MODERATE	SLIGHT	PRESENT	NON-PRESENT	POTENTIAL	NON-POTENTIAL
1. EXISTING SLOPE CHARACTERISTICS		●					
2. MAJOR DRAINAGE WAYS				●			
3. MINOR DRAINAGE WAYS				●			
4. GENERAL GEOLOGY				●			
5. ZONING/LAND USE				●			
6. WETLAND AREAS					●		●
7. EXISTING VEGETATION					●		●
8. VEGETATIVE SUCCESSION/SENSITIVITY					●		
9. HISTORIC SIGNIFICANCE					●		●
10. PROXIMITY TO SERVICE AREA				●		●	
11. VEHICLE ACCESSIBILITY				●		●	
12. PEDESTRIAN ACCESSIBILITY					●	●	
13. ON-SITE VIEWS					●		●
14. OFF-SITE VIEWS					●		●
15. FIRE/POLICE DEPT. ACCESS				●			
16. MAINTENANCE/REFUSE ACCESS				●			
17. HIGHWAY INFLUENCE				●			
18. COLLECTOR STREET INFLUENCE				●			
19. ADJACENT LAND INFLUENCE				●			
20. EXISTING WATER MAINS				●			
21. EXISTING STORM SEWER					●		
22. EXISTING SANITARY SEWER				●			
23. EXISTING TELEPHONE				●			
24. EXISTING ELECTRICAL				●			
25. OTHER UTILITIES PRESENT						●	

Note: 4.5 acres not for sale

Adjacent land uses are commercial and light industrial on Westland Road with vacant land on the West, East, and North. Ownership is private.

Site Evaluation and Selection

The site evaluation matrix gives this site a score of 41 out of a possible 75. (See Figure 3)

The site has two major problems, flood plain and acquisition. The acquisition problem is major from the stand point of the owners not being interested in selling.

Site No. 5

The site is located at the intersection of Happy Jack Road and Missile Drive. The site is 3.4 acres in size. The site was previously used for City Dog Pound. The site underwent extensive scrutiny when being considered for the location of the City Transfer Station. The present use of the site is vacant with I-1 zoning. The site has all utilities available. The drainage of the site is poor and extensive protective mechanisms would need to be employed to insure that the drainage problems are contained. The access to the site is limited to Happy Jack Road.

The land uses surrounding the site are all within the C-1 and C-2 flood plain zone with light industrial uses on the south side of Happy Jack Road with a Rail Road over-pass being the Western boundary of the site. The entire site is in the C-1 flood zone. The site is owned by the City.

Site Evaluation and Selection

The site evaluation matrix gives this site a score of 42 out of a possible 75. (See Figure 3)

This site has three major problems, inadequate size, drainage and limited access.

Site No. 6

This is the site of Stanley Structures and is situated in Rocky Mountain Industrial Park Addition adjacent to the South Industrial Road. The site is approximately 4 acres. The site consists of an existing building previously utilized by Stanley Structures and contains 42,320 square feet of office and warehouse space. The site is presently vacant.

The site is zoned I-1. The facility has all utilities present. Drainage does not appear to be a problem. The site is accessed from South Industrial Road. The adjacent land uses are all industrial. The ownership is private, Stanley Structures.

SITE SELECTION MATRIX

SITE LOCATION: Happy Jack and Missile Drive

DATE: 11-15-84

LOCATOR NO. 5

ENVIRONMENTAL/PHYSICAL FACTOR	IMPACT FACTOR	SEVERE	MODERATE	SLIGHT	PRESENT	NON-PRESENT	POTENTIAL	NON-POTENTIAL
1.EXISTING SLOPE CHARACTERISTICS				●				
2.MAJOR DRAINAGE WAYS							●	
3.MINOR DRAINAGE WAYS							●	
4.GENERAL GEOLOGY					●			
5.ZONING/LAND USE					●			
6.WETLAND AREAS						●		●
7.EXISTING VEGETATION						●		●
8.VEGETATIVE SUCCESSION/SENSITIVITY						●		●
9.HISTORIC SIGNIFICANCE						●		●
10.PROXIMITY TO SERVICE AREA					●			
11.VEHICLE ACCESSIBILITY					●			
12.PEDESTRIAN ACCESSIBILITY						●	●	
13.ON-SITE VIEWS						●		●
14.OFF-SITE VIEWS						●		●
15.FIRE/POLICE DEPT. ACCESS					●			
16.MAINTENANCE/REFUSE ACCESS					●			
17.HIGHWAY INFLUENCE						●	●	
18.COLLECTOR STREET INFLUENCE					●			
19.ADJACENT LAND INFLUENCE					●			
20.EXISTING WATER MAINS					●			
21.EXISTING STORM SEWER					●			●
22.EXISTING SANITARY SEWER					●			●
23.EXISTING TELEPHONE					●			
24.EXISTING ELECTRICAL					●			
25.OTHER UTILITIES PRESENT							●	

Site Evaluation and Selection

The site evaluation matrix gives this site a score of 54 out of a possible 75. (See Figure 3)

The site is similar to site No. 2 and it is necessary to consider the remodeling and retro-fitting costs.

The following breakdown is included to reflect the cost involved.

Phase I	Building +4 Acres	=	\$1,000,000
	Additional 6 Acres	=	200,000

Remodel Work:

Heating & Ventillating = 40,000 sf x 3.50/sf = 140,000

New Rooms = 8,500 sf x 30.00/sf = 255,000

Misc. (Struct., Demolition, Insul., Fire, etc.)
40,000 sf x 10.00/sf = 400,000

Paving = 5555 sy x 4.50 sy = 25,000

Site Utilities And Fire Hydrants = 30,000

Additional Sitework = 5,000

Subtotal = 2,055,000

A-E Fees = 51,000

Phase I Total w/o Alt. #1 = \$2,106,000

Phase I (with Alternate #1)

Additional Structure = 27,300 sf x 27.00/sf = 737,000

Base Cost = 2,106,000

A-E Fees = 33,000

Phase I Total = \$2,876,000

Phase II

Fleet Maintenance Bldg = 36,000 sf x 40.00/sf = \$1,440,000

Paving = 6,667 sy x 4.50/sy = 30,000

Fire Hydrant 2,000

Additional Sitework (move fuel island, etc.) 30,000

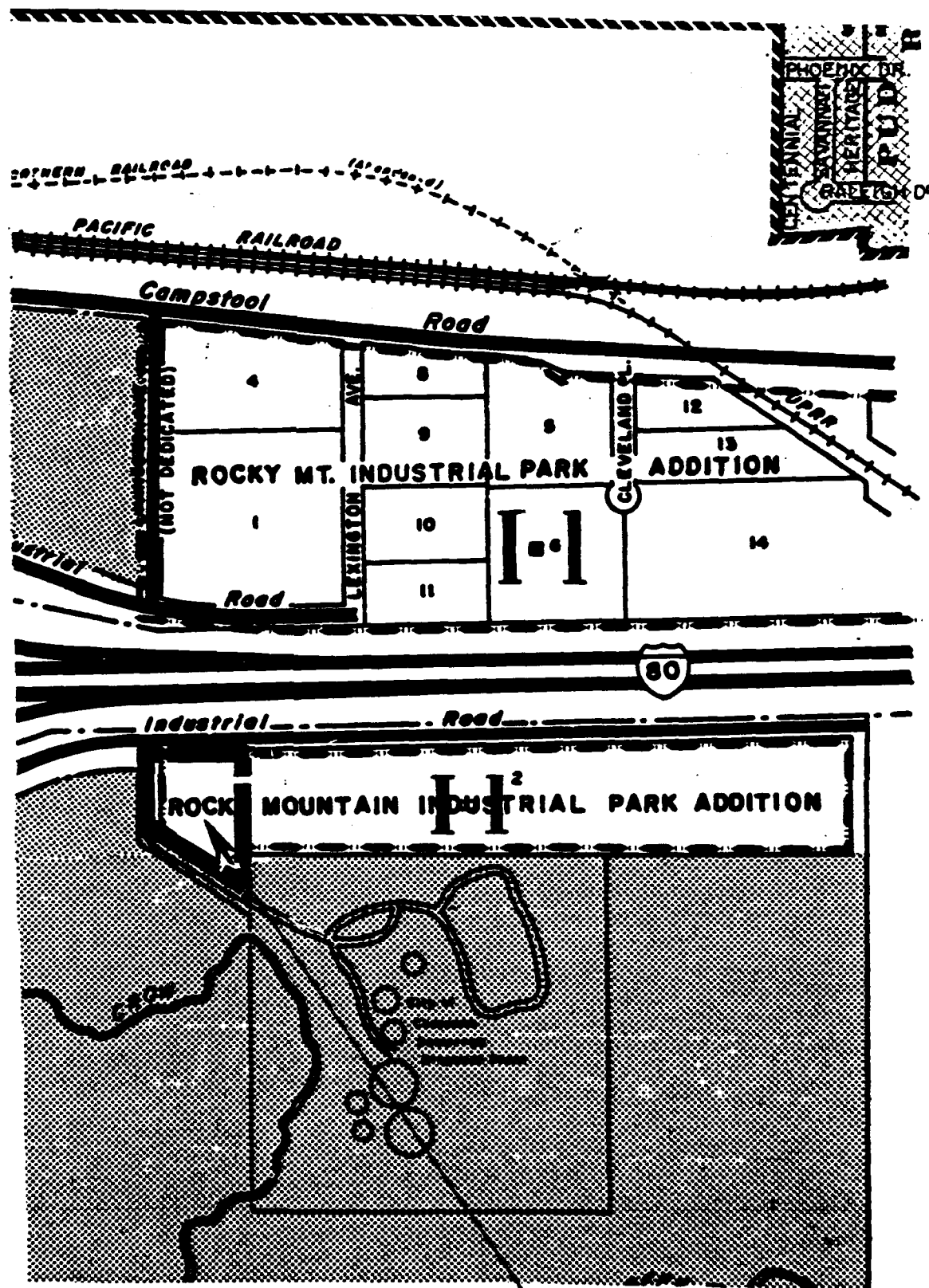
\$1,502,000

A-E Fees 75,000

Phase II Total = \$1,577,000

Total Project Cost For Site VI = \$4,453,000

This site is costly and like site No. 2 should be viewed as a potential facility for attracting an industrial user.



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SITE SELECTION MATRIX

SITE LOCATION: Stanley Structures

South Industrial Road

DATE: 11-12-84

LOCATOR NO. 6

ENVIRONMENTAL/PHYSICAL FACTOR

1. EXISTING SLOPE CHARACTERISTICS
2. MAJOR DRAINAGE WAYS
3. MINOR DRAINAGE WAYS
4. GENERAL GEOLOGY
5. ZONING/LAND USE
6. WETLAND AREAS
7. EXISTING VEGETATION
8. VEGETATIVE SUCCESSION/SENSITIVITY
9. HISTORIC SIGNIFICANCE
10. PROXIMITY TO SERVICE AREA
11. VEHICLE ACCESSIBILITY
12. PEDESTRIAN ACCESSIBILITY
13. ON-SITE VIEWS
14. OFF-SITE VIEWS
15. FIRE/POLICE DEPT. ACCESS
16. MAINTENANCE/REFUSE ACCESS
17. HIGHWAY INFLUENCE
18. COLLECTOR STREET INFLUENCE
19. ADJACENT LAND INFLUENCE
20. EXISTING WATER MAINS
21. EXISTING STORM SEWER
22. EXISTING SANITARY SEWER
23. EXISTING TELEPHONE
24. EXISTING ELECTRICAL
25. OTHER UTILITIES PRESENT

IMPACT FACTOR						
	SEVERE	MODERATE	SLIGHT	PRESENT	NON-PRESENT	POTENTIAL
1. EXISTING SLOPE CHARACTERISTICS			●			
2. MAJOR DRAINAGE WAYS					●	
3. MINOR DRAINAGE WAYS					●	
4. GENERAL GEOLOGY				●		
5. ZONING/LAND USE				●		
6. WETLAND AREAS					●	●
7. EXISTING VEGETATION					●	●
8. VEGETATIVE SUCCESSION/SENSITIVITY						●
9. HISTORIC SIGNIFICANCE						●
10. PROXIMITY TO SERVICE AREA				●		
11. VEHICLE ACCESSIBILITY				●		
12. PEDESTRIAN ACCESSIBILITY						●
13. ON-SITE VIEWS						●
14. OFF-SITE VIEWS						●
15. FIRE/POLICE DEPT. ACCESS				●		
16. MAINTENANCE/REFUSE ACCESS				●		
17. HIGHWAY INFLUENCE				●		
18. COLLECTOR STREET INFLUENCE				●		
19. ADJACENT LAND INFLUENCE						●
20. EXISTING WATER MAINS				●		
21. EXISTING STORM SEWER					●	
22. EXISTING SANITARY SEWER				●		
23. EXISTING TELEPHONE				●		
24. EXISTING ELECTRICAL				●		
25. OTHER UTILITIES PRESENT				●		

Site Evaluation Matrix

Site Identification	Adequate Size	Building Expansion	Parking and Service Vehicles	Building Siting Flexibility	Site Access	Site Conditions		Site Costs		Availability of Utilities	Zoning/Land Use	Proximity to Service Area	Proximity to Support Services	Replacement of Existing Uses	Neighborhood Acceptance	Total Score
						Topo	Soils	Acquisition	Demo/Dev.							
15 AC. College Dr. (1)	5	5	5	5	5	4	3	3	5	5	5	4	4	4	3	65
Georgia-Pacific Corp. 1801 Pacific Ave (2)	5	3	3	3	2	4	4	2	2	5	5	4	4	4	3	53
Adj. to Rocky Mtn. (653,400) (3)	5	4	4	4	4	4	3	2	4	4	5	4	4	3	3	57
Pig Farm Site Happy Jack Rd. (4)	2	2	2	2	2	2	2	3	5	4	2	3	4	3	3	41
Dog Pound Site Happy Jack Rd. (5)	2	1	1	1	1	2	2	5	5	4	5	3	4	3	3	42
Stanley Structure (6)	3	3	3	2	4	3	3	3	3	5	5	3	4	3	3	54

1. Un - Acceptable

4. Above Average

PUBLIC WORKS COMPLEX-COST ANALYSIS

Due to the cost factors involved with site 2 and 5 it is necessary to review all building costs prior to final recommendation on the site.

Site 1 College Drive

ESTIMATE OF SITE I

All new construction

Phase I (No Alternates)

Land = 15 Acres x \$.20/sf	= \$130,000
Traffic/Street & Alley = 14,600 sf x 40.00/sf	= 584,000
Salt Shed = 3,000 sf x 20.00/sf	= 60,000
Paving = 8,150 sy x 4.50/sy	= 37,000
Utilities: Water = 1,400 lf x 20.00/lf	= 28,000
Hydrants = 2 ea x 1250/ea	= 2,500
Sewer = 600 lf x 15.00/lf	= 9,000
Fencing = 530 lf x 7.50/lf	= 4,000
Additional Sitework =	<u>5,000</u>
Subtotal	= \$859,500
A-E Fees	<u>43,500</u>
Minimum Project Total	= \$903,000

Phase I (with Alternate #1)

Base Cost	= \$903,000
Alt. #1 = 26,000 sf x 27.00/sf	= 702,000
A-E Fees	<u>32,000</u>
Total Project Cost w/Alt. #1	= \$1,637,000

Phase I (with Alternates #1 & #2)

Base Cost - Alt. #1	= \$1,637,000
Alt. #2 = 22,400 sf x 27.00/sf	= 605,000
A-E Fees	<u>27,000</u>
Phase I Total Project Cost w/Alt. #1 & #2	= \$2,269,000

Phase II

Fleet Maintenance Bldg: 36,000 sf x 40.00/sf = \$1,440,000

Fire Hydrant = 1 ea @ 1250.00 = 1,000

Paving = 7,555 sy x 4.50/sy = 34,000

Additional Sitework = 5,000

Subtotal = \$1,480,000

A-E Fees 74,000

Phase II Total Project Cost = \$1,554,000

Total Project Cost For Site 1 = \$3,823,000

Site 2

Total Project Cost

= \$4,384,000

Site 3

Site Acquisition

Building Cost =

Total Project Cost =

Site 4

Un-Acceptable

Site 5

Un-Acceptable

Site 6

Total Project Cost

= \$4,453,000

RECOMMENDATION

The recommendation for the specific site is based on two parameters - Site selection criteria and overall development cost. The site selection criteria in figure 3 provides the following scores:

Site 1	65 pts.
Site 2	53 pts.
Site 3	58 pts.
Site 4	41 pts.
Site 5	42 pts.
Site 6	54 pts.

Therefore, based on the site selection criteria, Site 1 has gathered the most points at 65.

Cost factors are as follows:

Site 1	=	\$3,823,000
Site 2	=	4,384,000
Site 3	=	4,346,400
Site 4	=	N/A
Site 5	=	N/A
Site 6	=	4,453,000

Therefore, Site 1 has the lowest real cost associated with development inclusive of acquisition. The consultant in conjunction with the advising committee recommends Site 1 for the Public Works Complex. This site has the added advantage of maximizing the initial cost investment of the city in the placement and construction of the water and sewer lines for the transfer station. The consolidation of city facilities has the advantage of support and equipment availability. Other economies may be accomplished throughout the life of the project.

Parks and Golf Course Maintenance Building(s)

A total of (5) five sites were identified in Lions Park for consideration due primarily to proximity to major maintenance activities. Lions Park is bounded by Carey Avenue on south west, Kennedy Road on the north west, Central Avenue on the north east and east, and 8th Avenue on the south. The area is 160 acres and is zoned G-1. The following are the 5 sites considered for the maintenance building.

Site No. 1

Is a 3 - 3.5 acre parcel situated within the boundaries of the park close to the existing park and recreation buildings by Sloans Lake. The site's main advantage is its proximity to the existing buildings which would support the new buildings' functions. The site is removed from main traffic flows and there exists a ready means of screening through the use of existing trees. The disadvantage of the site is the earthwork which would be required and the concern as to the suitability of the soils.

Site Evaluation and Selection

The site evaluation matrix give this a score of 53 out of a possible 75. (See Figure 4)

The lack of building site flexibility and building expansion capacity are the primary concerns involved in the sites acceptability.

Site No. 2

This site is situated immediately south of the Municipal Swimming Pool and adjacent to Carey Avenue. The site is presently utilized during Frontier Days as a parking area. The major advantages of this site is the expandability, size of area available which is _____ acres, its proximity to major access points and the availability to implement the project without extensive negotiations. Another advantage is the ability to control the visual impact of the project on the key visual corners of the park. It provides the additional opportunity to cluster rather than disperse the public building in the park.

Site Evaluation and Selection

The site evaluation matrix gives this a score of 65 out of a possible 75. (See Figure 4)

As indicated, above site location and expandability along with a well defined access makes this site extremely ideal.

Site No. 3

This site is a 2.6 + acre site situated at the intersection of Kennedy Road and Carey Avenue west of the Municipal Swimming Pool.

The site presents some opportunities to correct a major congestion focus in the Park during Frontier Days but other issues over shadow this opportunity. The issue of providing additional area in the park for parking and parade staging adds additonal cost to the project. Additional planning would be required to compliment the taking of this important site. The major access point could possibly create a conflict with the County Fair access.

The visual impact at the corner of the busy intersection could have a negative impact.

Site Evaluation and Selection

The site evaluation matrix gives this a score of 54 out of possible 75. (See Figure 4)

The major constraint associated with this site is the size, and represents the maximum expandability possible with this site and pretty much constrains the growth of this facility.

The Planning Studio, Inc.



Study Site

Parks & Golf Course Maintenance Building(s)

Cheyenne, Wyoming

SITE LOCATION: Lions Park Adjacent to Sloans Lake

LOCATOR NO. 1

LOCATOR NO.

IMPACT FACTOR

SEVERE

MODERATE

SLIGHT

PRESENT

NON-PRESENT

POTENTIAL

NON-POTENTIAL

25.OTHER UTILITIES PRESENT



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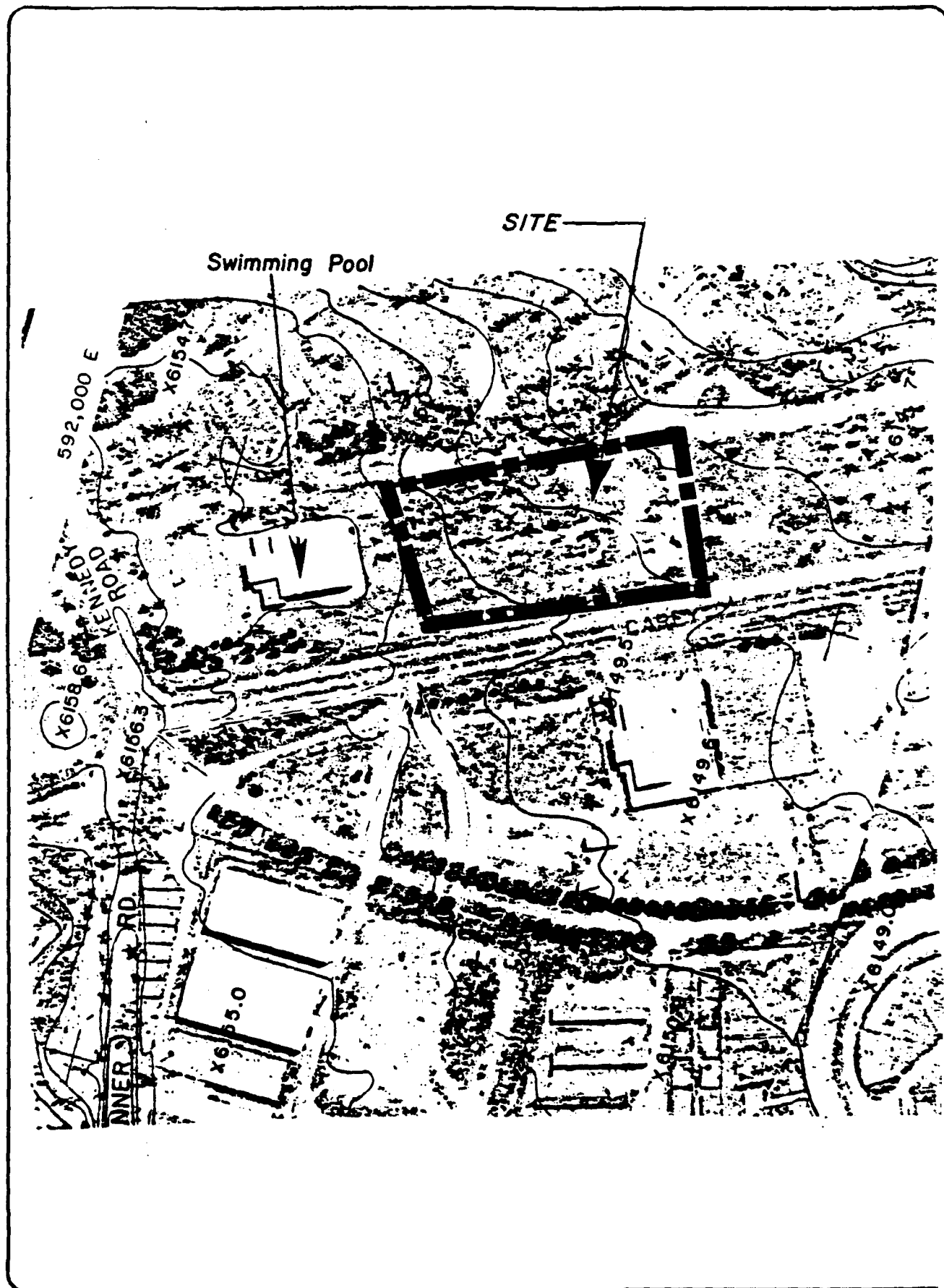
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Study
Site 2

**Parks & Golf Course
Maintenance Building(s)**

114
Cheyenne, Wyoming

SITE SELECTION MATRIX

SITE LOCATION: Lions Park - Adjacent to Carey Ave.

South of the Municipal Swimming Pool

DATE: 11-17-84

LOCATOR NO. 2

ENVIRONMENTAL/PHYSICAL FACTOR	IMPACT FACTOR	SEVERE	MODERATE	SLIGHT	PRESENT	NON-PRESENT	POTENTIAL	NON-POTENTIAL
1. EXISTING SLOPE CHARACTERISTICS				●				
2. MAJOR DRAINAGE WAYS						●		
3. MINOR DRAINAGE WAYS					●			
4. GENERAL GEOLOGY								●
5. ZONING/LAND USE					●			
6. WETLAND AREAS					●			
7. EXISTING VEGETATION								●
8. VEGETATIVE SUCCESSION/SENSITIVITY					●			
9. HISTORIC SIGNIFICANCE					●			
10. PROXIMITY TO SERVICE AREA					●			
11. VEHICLE ACCESSIBILITY					●			
12. PEDESTRIAN ACCESSIBILITY					●			
13. ON-SITE VIEWS					●			
14. OFF-SITE VIEWS					●			
15. FIRE/POLICE DEPT. ACCESS					●			
16. MAINTENANCE/REFUSE ACCESS					●			
17. HIGHWAY INFLUENCE			●					
18. COLLECTOR STREET INFLUENCE			●					
19. ADJACENT LAND INFLUENCE					●			
20. EXISTING WATER MAINS					●			
21. EXISTING STORM SEWER							●	
22. EXISTING SANITARY SEWER					●			
23. EXISTING TELEPHONE					●			
24. EXISTING ELECTRICAL					●			
25. OTHER UTILITIES PRESENT					●			

SITE SELECTION MATRIX

SITE LOCATION: Lions Park - Intersection of

Kennedy Road and Carey Ave

DATE: 11-17-84

LOCATOR NO. 3

ENVIRONMENTAL/PHYSICAL FACTOR	IMPACT FACTOR	SEVERE	MODERATE	SLIGHT	PRESENT	NON-PRESENT	POTENTIAL	NON-POTENTIAL
1.EXISTING SLOPE CHARACTERISTICS				●				
2.MAJOR DRAINAGE WAYS						●		●
3.MINOR DRAINAGE WAYS						●	●	
4.GENERAL GEOLOGY							●	
5.ZONING/LAND USE					●			
6.WETLAND AREAS						●		●
7.EXISTING VEGETATION					●		●	
8.VEGETATIVE SUCCESSION/SENSITIVITY							●	
9.HISTORIC SIGNIFICANCE								●
10.PROXIMITY TO SERVICE AREA							●	
11.VEHICLE ACCESSIBILITY					●			
12.PEDESTRIAN ACCESSIBILITY					●			
13.ON-SITE VIEWS				●				
14.OFF-SITE VIEWS				●				
15.FIRE/POLICE DEPT. ACCESS					●			
16.MAINTENANCE/REFUSE ACCESS					●			
17.HIGHWAY INFLUENCE				●				
18.COLLECTOR STREET INFLUENCE					●			
19.ADJACENT LAND INFLUENCE					●			
20.EXISTING WATER MAINS					●			
21.EXISTING STORM SEWER						●		
22.EXISTING SANITARY SEWER					●			
23.EXISTING TELEPHONE					●			
24.EXISTING ELECTRICAL					●			
25.OTHER UTILITIES PRESENT					●			

Site No. 4

Site No. 4 is a 3 - 3.5 acre parcel situated at the intersection of West 8th Avenue and Carey Avenue at the entrance to Lion's Park.

The site presents potential for expansion since the land is vacant. The constraint is parking for Frontier Days. The parking lot extends the length of 8th Avenue from the entrance to Frontier Park to the entrance to Lion's Park. The site is level and drainage does not appear to be a complication. Access would be a problem except for an interior road which would have to be paved if used.

The major constraint to this site would probably be neighborhood opposition to the construction of a major public building which would not be compatible with the adjacent residential uses. Screening is good along 8th Avenue with a national tree barrier. The site is publically held.

Site Evaluation

The site evaluation matrix gives this site a score of 45 out of a possible 75. (See Figure 4)

The problems of access compatible Land Use and siting flexibility combined with neighborhood resistance make this a highly undesirable choice for the location of the facility. This site should be improved to enhance its use.

Site 5

This is approximately 4 - 5 acres in size and is situated directly north of Lake Absaraca and East of I - 25. The site is bounded by a dirt service road which leads to the Governor's Mansion. The site presently serves as camper parking during Frontier Days. The topography has a slight grade with a slope of 12' across the site. The site should be considered remote and access is a dirt road from Kennedy Road. Drainage does not appear to be a problem due to the topography.

The extension of utilities to the site would be difficult and would require a substantial capital investment.

Site Evaluation and Selection

This site received a score of 46 out of a possible 75 on the site evaluation matrix. (See Figure 4)

This site has several problems which would add to the overall costs of development such as the extension of utilities and access improvements. This site also is the one site that maximizes its environmental attributes by its use as camper parking. Its proximity to the lake also invites fishing and other recreational activities. This site should remain in its present use.



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Study Site 4

**Parks & Golf Course
 Maintenance Building(s)**

38
 6138.5
 Cheyenne, WY

SITE SELECTION MATRIX

SITE LOCATION: Lions Park

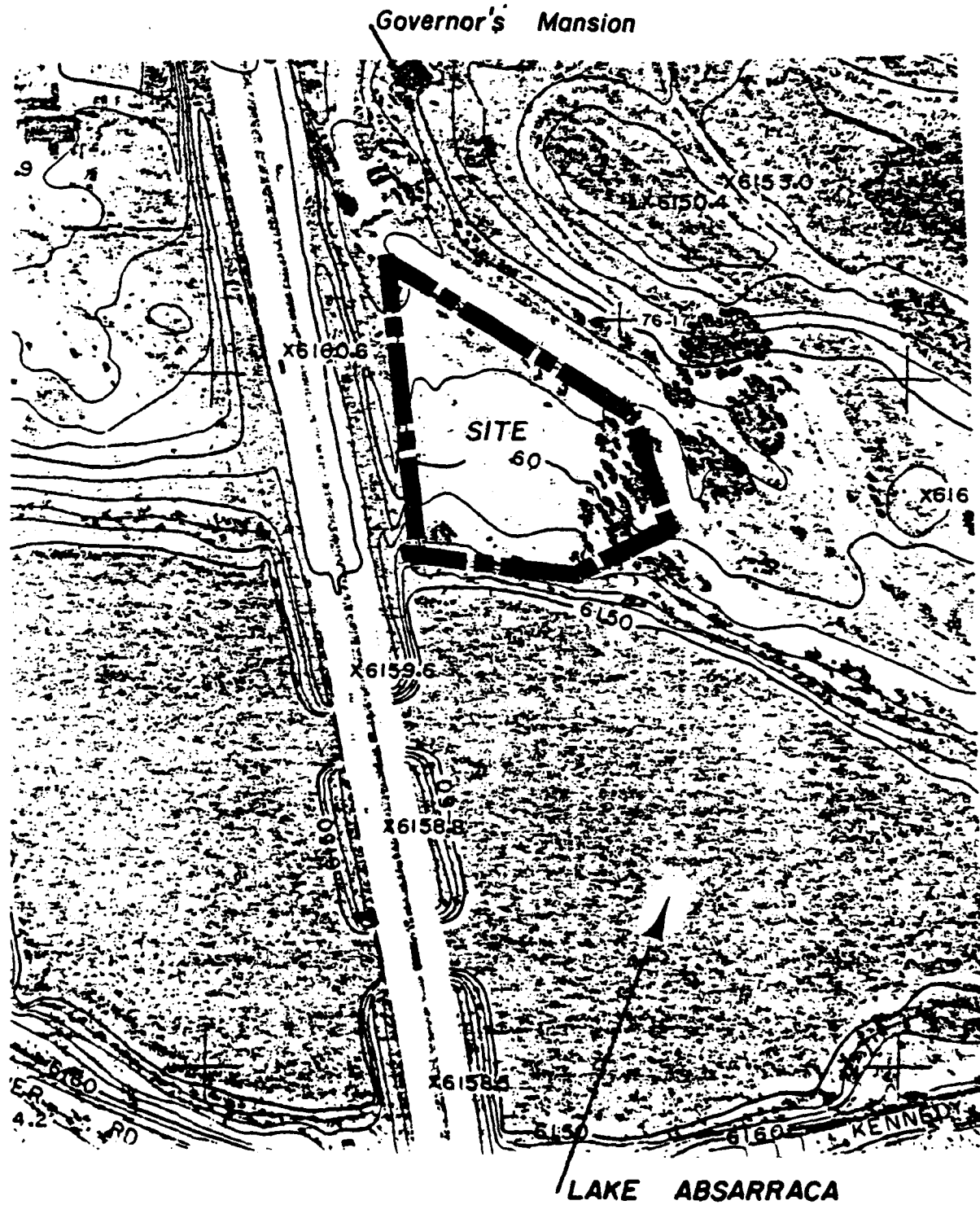
Intersection of 8th and Carey Ave.

DATE: 11-17-84

LOCATOR NO. 4

ENVIRONMENTAL/PHYSICAL FACTOR	IMPACT FACTOR						
	SEVERE	MODERATE	SLIGHT	PRESENT	NON-PRESENT	POTENTIAL	NON-POTENTIAL
1.EXISTING SLOPE CHARACTERISTICS			●				
2.MAJOR DRAINAGE WAYS					●		
3.MINOR DRAINAGE WAYS					●		
4.GENERAL GEOLOGY					●		
5.ZONING/LAND USE				●			
6.WETLAND AREAS							●
7.EXISTING VEGETATION				●			
8.VEGETATIVE SUCCESSION/SENSITIVITY				●			
9.HISTORIC SIGNIFICANCE					●		
10.PROXIMITY TO SERVICE AREA				●			
11.VEHICLE ACCESSIBILITY				●			
12.PEDESTRIAN ACCESSIBILITY				●			
13.ON-SITE VIEWS				●			
14.OFF-SITE VIEWS				●			
15.FIRE/POLICE DEPT. ACCESS				●			
16.MAINTENANCE/REFUSE ACCESS				●			
17.HIGHWAY INFLUENCE					●		●
18.COLLECTOR STREET INFLUENCE				●			
19.ADJACENT LAND INFLUENCE				●			
20.EXISTING WATER MAINS				●			
21.EXISTING STORM SEWER				●			
22.EXISTING SANITARY SEWER				●			
23.EXISTING TELEPHONE				●			
24.EXISTING ELECTRICAL				●			
25.OTHER UTILITIES PRESENT				●			

Note: Neighborhood opposition possible
Residential conflict with Bldg. Proposal



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Study
Site 5

**Parks & Golf Course
Maintenance Building(s)**

Chevyenne, Wyo

SITE SELECTION MATRIX

SITE LOCATION: Lions Park

DATE: 11-17-84

LOCATOR NO. 5

ENVIRONMENTAL/PHYSICAL FACTOR	IMPACT FACTOR	SEVERE	MODERATE	SLIGHT	PRESENT	NON-PRESENT	POTENTIAL	NON-POTENTIAL
1.EXISTING SLOPE CHARACTERISTICS				●				
2.MAJOR DRAINAGE WAYS								●
3.MINOR DRAINAGE WAYS								●
4.GENERAL GEOLOGY					●			
5.ZONING/LAND USE					●			
6.WETLAND AREAS								●
7.EXISTING VEGETATION			●					
8.VEGETATIVE SUCCESSION/SENSITIVITY			●					
9.HISTORIC SIGNIFICANCE						●		
10.PROXIMITY TO SERVICE AREA							●	
11.VEHICLE ACCESSIBILITY					●			
12.PEDESTRIAN ACCESSIBILITY					●			
13.ON-SITE VIEWS			●		●			
14.OFF-SITE VIEWS			●		●			
15.FIRE/POLICE DEPT. ACCESS					●			
16.MAINTENANCE/REFUSE ACCESS					●			
17.HIGHWAY INFLUENCE						●		●
18.COLLECTOR STREET INFLUENCE						●		●
19.ADJACENT LAND INFLUENCE			●					
20.EXISTING WATER MAINS						●		
21.EXISTING STORM SEWER						●		
22.EXISTING SANITARY SEWER						●		
23.EXISTING TELEPHONE						●		
24.EXISTING ELECTRICAL				●				
25.OTHER UTILITIES PRESENT						●		

Note: Frontier Days Camper Parking
Rear Access to Governor's Mansion

Site Evaluation Matrix

[illegible]

PARKS/GOLF COURSE MAINTENANCE BUILDING - COST ANALYSIS

The following cost analysis is assumed for all six sites within Lions Park due to the similarity of each site.

	Subtotal	Total
1. SITEWORK		
Land Acquisition	0.00	
Water Line & Firehydrants	8,100.00	
Sewer Line	5,000.00	
Gas Service	1,000.00	
Electrical Service	5,000.00	
Fence	3,000.00	
Paving & Concrete Flatwork	16,000.00	
Additional Sitework	5,000.00	
		43,100.00
2. BUILDING SHELL		429,300.00
3. CONCRETE FLOOR		55,500.00
4. DOORS AND WINDOWS		38,400.00
5. FINISHES AND SPECIALTIES		16,000.00
6. PAINTING		27,000.00
7. SPECIALTIES AND EQUIPMENT		11,700.00
8. MECHANICAL		224,500.00
9. ELECTRICAL		96,200.00
	Subtotal	941,700.00
5% Contingency		47,100.00
		988,800.00
10% OH & P		98,900.00
	total	1,087,700.00
A - E Fees		54,000.00
Total Project Cost		1,142,100.00

Recommendation

The recommendation of the specific site is based on two basic parameters-site selection criteria and committee consideration.

The site selection criteria detailed in figure 4 provides the following scores:

Site 1	53 pts.
Site 2	65 pts.
Site 3	54 pts.
Site 4	45 pts.
Site 5	46 pts.

Therefore, based on site selection criteria, site 2 has gathered the most points at 65.

Cost factors are considered similar for development of all sites.

Sites 1 thru 5 = \$1,142,100.00. Thus, site 2 is considered best to develop. The consultant, the Advisory Committee and the Mayor all concurred as to the best site.

PART III

CONCEPT & SCHEMATIC DESIGN

SCHEMATIC DESIGN SUMMARY

Schematic Design was achieved for the Public Works Complex and the Parks/Golf Maintenance building on the sites chosen by the Steering Committee utilizing the following criteria:

1. Architectural Program
2. Present Spatial requirements
3. Future Spatial Requirements
4. Municipal financial constraints
5. Steering Committee review and comments
6. Mayoral review and comments
7. City Council review and comments.

Financial constraints dictated a compromise between present and future spatial allocations in some areas. Care should be taken to plan work and storage areas to make economical use of space allocated in this design.

The mayor wants the final design to be financially feasible for the City to build. For this reason we have proposed building in Phases with Alternative Bids.

Economy of design was one of the main themes of this project. We analyzed several different structural systems including pre-cast-prestressed concrete, metal building, and concrete block with steel bar joists. It was determined that a concrete block structure with steel bar joist roof system would combine economy with flexibility for the most overall economy of design and at the same time provide the most aesthetic appearance and durability and maintenance free structure. In the case of the Salt Shed, no steel should be exposed; for this reason a wood roof system is most desirable.

Fenestration is proposed to provide daylighting of work and storage areas as well as a positive solar heat gain for wintertime work periods. Glazing in South facing overhead doors for the Public Works Complex is desirable for the same reasons.

Steel doors and frames will provide economical durable doors. Solid core doors may be used in Administration areas to give a warm, humanistic feeling.

The building should be well insulated, exceeding Uniform Building Code minimums

Steel bar joists and structural elements need not be "fire-proofed" and can remain exposed.

The building design should conform to all appropriate building codes and zoning ordinances. Schematic design was done using Type II-N construction as described by the USC.

DESCRIPTION OF MATERIALS

Section 1 - Not used

Section 2 - Site Work

Paving shall be asphalt paving on crushed gravel base. Earthwork - all footings shall be on undisturbed natural soil, all backfill shall be adequately compacted. Topsoil shall be placed in all landscaped areas. Walks, curbs and gutters shall be concrete.

Section 3 - Concrete

All footings shall be reinforced concrete, floors shall be concrete. Design should be done in accordance with a Geotechnical Investigation which the Owner should have done prior to design.

Section 4 - Masonry

All bearing, abused and exterior walls shall be reinforced concrete masonry units in regular, split-face or split-nib patterns. Use of colored block which has water proofing and anti-efflorescent agent in it will eliminate maintenance of the exterior.

Section 5 - Steel

Roof joists shall be steel bar joists approximately sized. Roof deck shall be metal roof deck. Miscellaneous steel shall include lintels, beams columns, reinforcing steel, etc.

Section 6 - Wood

The Salt Shed shall have wood roof trusses and plywood sheathing. For Type II-N construction untreated wood may be used for blocking, studs, etc.

Section 7 - Insulation and Waterproofing

Perimeter insulation shall be closed cell such as Styrofoam S-M Concrete block wall insulation shall be poured vermiculite. Roof insulation shall be rigid expanded polystyrene. All areas shall be calked and flashed as necessary. Roofing shall be a single ply membrane or built-up asphaltic roofing.

Section 8 - Doors and Windows

Steel hollow metal frames with either steel hollow core or wood solid core doors shall be used throughout. Label doors and frames shall be used as required. Insulated steel overhead doors shall be used except where steel glazed doors are used for south opening:

Windows shall be aluminum frame with thermal breaks and fixed insulating glazing. Clerestory glazing and trombe wall glazing shall be "Kawall" Panels in four or five foot widths. Finish hardware shall be designed by an AHC.

Section 9 - Finishes

Gypsum drywall shall be used on wood or steel studs. Where required these walls shall be fire rated. All administrative and work areas should be painted, with cleanable surfaces in high grime areas. Ceilings in administrative areas shall be suspended grid with lay-in panels. Floors shall be hardened concrete except for carpet, sheet vinyl or ceramic tile in appropriate administrative areas.

Section 10 - Specialties

Toilet rooms shall be provided with steel-enamel toilet partitions, grab bars, mirrors, soap dispensers, toilet paper holders, towel dispensers and disposals and sanitary napkin disposals in the Women's Rest Rooms. Lockers shall be provided for employees.

Section 11 - Equipment (Not used)

Section 12 - Furnishings (Not used)

Section 13 - Special Construction

Spray paint booths shall be pre-fabricated paint booths which comply with the Uniform Fire Code.

Section 14 - Conveying Systems (Not used)

MECHANICAL SYSTEMS DISCRPTION

A. FLEET MAINTENANCE BUILDING HVAC SYSTEMS

1. The repair garage area shall be heated with overhead infrared systems and shall be ventilated by a packaged rooftop heat exchanger and associated ductwork and accessories. An underfloor carbon monoxide system with outlets for each engine repair stall shall be provided.
2. The machine shop area shall be heated with an overhead infrared system and shall be ventilated by using an electrostatic precipitator and special exhaust hoods where required.
3. The parts area shall be heated with an overhead infrared system.
4. The office area shall be heated, ventilated, and air conditioned by a rooftop HVAC unit and associated ductwork and diffusers. The bathrooms and lunch room shall use rooftop exhaust fans for exhaust requirements.

B. GOLF PARKS BUILDING HVAC SYSTEMS

1. The vehicle and equipment storage and equipment repair areas shall be heated with overhead infrared systems and shall be ventilated by a packaged rooftop heat exchanger and associated ductwork and accessories. Carbon monoxide outlets shall be provided for all engine repair stalls.
2. The work area shall be heated with an overhead infrared system and shall be ventilated by exhaust fans with exhaust taken at the floor.
3. The irrigation storage room shall be heated by an overhead infrared system.
4. The office area shall be heated, ventilated, and air conditioned by a rooftop HVAC unit and associated ductwork and diffusers. The bathrooms shall use rooftop exhaust fans for exhaust requirements.
5. The chemical storage room shall be heated and ventilated by a packaged rooftop heat exchanger/indirect fired furnace ventilation unit.

C. STREET AND ALLEY, TRAFFIC MAINTENANCE BUILDING HVAC SYSTEMS

1. The vehicle storage areas shall be heated with overhead infrared systems and shall be ventilated by a packages rooftop heat exchanger and associated ductwork and accessories.

2. The sign shop area shall be heated and ventilated by a direct fired make-up air heater and exhaust fans and associated ductwork and diffusers.

3. The office area shall be heated, ventilated, and air conditioned by a rooftop HVAC unit and associated ductwork and diffusers. The bathrooms and lunch areas shall use rooftop exhaust fans for exhaust requirements.

4. The maintenance storage area shall be heated by an overhead infrared system.

5. The service area shall be heated by an overhead infrared system and shall be ventilated by an exhaust fan and associated ductwork and diffusers. Carbon monoxide outlets shall be provided for all engine repair stalls.

C. PLUMBING

Plumbing shall be provided and installed as shown on the Drawings.

E. FIRE PROTECTION

Fire protection shall be provided and installed as shown on the drawings.

DIVISION 15 - MECHANICAL CONDITIONS

A. GENERAL CONDITIONS

All work done under this section of the Specification is subject to the Architect's Instructions to Bidders, General Conditions and Special Conditions. This Contractor must thoroughly familiarize himself with same.

B. INSPECTION AND COOPERATION

All work shall be done under the inspection of and to the complete satisfaction of the Architect. No deviations from the Drawings and Specifications will be allowed without the prior written approval of the Architect. This Contractor shall cooperate with the other Contractors to allow for the installation of their work.

C. CODES AND ORDINANCES

1. Nothing in this Specification shall be interpreted to conflict with any City or State law, regulation, code, ordinance, ruling or Fire Underwriters' requirement applicable to this class of work.

2. This Contractor shall secure and pay for all necessary permits and inspections required for the installation of his equipment.

D. SCOPE OF WORK

The work shall consist of furnishing all superintendence, labor, tools, materials, equipment, and performing all operations to complete the Heating, Ventilating, Air Conditioning, Plumbing and Fire Protection Systems described in the Specifications and/or shown on the Drawings, or required for the satisfactory operation of the system.

E. SHOP DRAWINGS

Engineer's processing will not constitute a complete check but will indicate only that general method of construction and detailing is satisfactory.

F. USE OF OTHER THAN SCHEDULED EQUIPMENT

This Contractor shall bear as a part of his contract, any additional costs incurred in his work or by the other Contractors as a result of installation of other than scheduled equipment..

G. CLEANING

Remove all materials, scrap, etc., relative to the mechanical installation, and leave the premises in a clean, orderly condition. Any costs to the Owner for clean-up of the site will be charged against the Contractor.

H. GUARANTEE

This Contractor shall guarantee all equipment and material installed under this contract to be free from defects for a period of one (1) year from date of final acceptance and shall repair or replace any equipment or material which is defective or improperly installed. In addition, this Contractor shall assume full responsibility for any damage to the building and its installation of equipment or materials installed under this section of the Specification.

I. RECORD DRAWINGS

Two copies of Drawings prepared by this Contractor, detailing revisions or "Record" construction shall be furnished to the Engineer.

DIVISION 15A - HEATING AND VENTILATING

A. DUCTWORK

1. Fabricate and install ductwork for velocities less than 2000 feet per minute and static pressures less than two inches water gauge in accordance with the latest edition of the Low Velocity Duct Construction Standards published by the Sheet Metal and Air Conditioning Contractors National Association, Inc. (SMACNA).

2. Except where indicated or specified otherwise, all ductwork shall be constructed of galvanized sheet metal.

B. ROOFTOP HVAC UNITS

1. Furnish and install LENNOX rooftop HVAC units as shown on drawings. Similar or equivalent by CARRIER, TRANE, McQUAY, or DAY AND NIGHT will be acceptable.

2. Units shall be complete with compressor, supply fan, condenser fans, motors, housing, controls, coils, and all other items required for proper operation.

C. HEAT EXCHANGER VENTILATION UNITS

1. Furnish and install 2 DUCT packaged heat exchanger ventilation units as shown on drawings. Similar or equivalent by NORSAIRE or THERMACELL will be acceptable.

2. Units shall be complete with fans, heat exchanger, heating device if applicable, housing, fitters, intake hood and all other accessories required for proper operation.

D. INFRARED HEATING SYSTEMS

1. Furnish and install Co-RAY-VAC vented direct fired tube infrared heating systems as shown on drawings. Similar and equivalent systems by REFLECT-O-RAY or CUSTOMIZED will be acceptable.

2. Systems shall be complete with radiant tubing, reflectors, burners, blowers and all other accessories required for proper operation.

E. ELECTROSTATIC PRECIPITATORS

1. Furnish and install SMOKEETER electrostatic precipitators as shown on Drawings. Similar or equivalent by HONEYWELL will be acceptable.

2. Units shall be complete with blower, motor, precipitator, housing, filters and all other accessories required for proper operation.

F. CARBON MONOXIDE DETECTOR SYSTEM

1. Furnish and install centralized CO control panel with sensors.

2. The system shall be complete with sensors, central panel, logic circuits, alarms and all other accessories required for proper operation.

G. DIRECT FIRED MAKE-UP AIR UNITS

1. Furnish and install REZNOR direct fired make-up air units as shown on drawings. Similar and equivalent by LENNOX, HASTINGS, or TRANE will be acceptable.

2. Units shall be complete with supply fan, motor, housing, burner assembly, dampers, hoods, filters, controls and all other accessories required for proper operation.

H. EXHAUST FANS

1. Furnish and install exhaust fans as shown on the Drawings. Similar and equivalent units by ACME, COOK, JENN-AIRE, POWERLINE, or PENN will be acceptable.

2. Units shall be complete with motor, fan, housing and auto louver.

I. CONTROL SYSTEMS

Furnish and install all systems of control and interlocking wiring for systems in strict accordance with the electrical section of the specifications and all applicable codes.

DIVISION 15B - PLUMBING

A. PIPING

1. Waste and vent piping shall be cast iron NO-HUB pipe, fittings couplings and gaskets, inside the building. Sewer piping outside the building shall be PVC sanitary sewer pipe.

2. Compressed air piping shall be Schedule 40 galvanized steel pipe.
3. Water piping shall be copper water pipe.
4. Gas piping shall be schedule 40 black steel.

B. FIXTURES

Furnish and install fixtures as shown on Drawings. Fixtures by A.O. SMITH, ELJER, KOHLER, JAY R. SMITH, JOSAM, BRADLEY will be acceptable.

DIVISION 15-C - FIRE PROTECTION

- A. Furnish and install automatic sprinkler systems as shown on the Drawings.
- B. Piping shall be schedule 40 black steel.
- C. Fire protection components shall be as manufactured by AUTOMATIC SPRINKER CORP., RELIABLE, POTTER ROEMER, CENTRAL, VIKING, MUELLER, NOTIFIER or approved equivalent. All materials, valves, equipment, used shall be U.L. Listed or F. M. approved.
- D. The contractor shall have a minimum of three (3) years experience in the design, installation and testing of automatic fire protection systems.
- E. All installation shall be in accordance with the latest edition of NFPA #13 and the City Fire Marshall's recommendations.

DIVISION 16-A - ELECTRICAL CONDITIONS

A. GENERAL

All work under this section of the Specifications is subject to the Architect's Instructions to Bidders, General Conditions, and Special Conditions of the Architectural Division. Work shall also comply with all Special Conditions as herein specified and as indicated.

B. CODES AND REGULATIONS

All work shall comply with all applicable Local and State requirements and ordinances, latest applicable requirements of OSHA, and the National Electrical Code. Comply also with all requirements of the serving Utility Company.

C. PERMITS AND FEES

Secure and pay for all permits, fees, taxes, licenses, and inspections in connection with all electrical work.

D. EXAMINATION OF PREMISES

Examine the site prior to bidding, and become fully familiar with the existing conditions.

E. SCOPE OF WORK

The Electrical Contractor shall be responsible for the furnishing and installation of all labor, materials, equipment, supplies, etc., necessary for a completely finished and operational electrical system. The work shall also include the completion of all materials and details necessary for the successful operation of all electrical systems, even though items are not specifically mentioned or shown.

F. SHOP DRAWINGS

Engineers processing of shop drawings will not constitute any changes from design concept, but will indicate type of equipment and materials to be used.

G. GUARANTEE

Guarantee all materials, labor, workmanship, and the successful operation of all equipment installed under this contract for a period of one year from the date of final acceptance. Repair or replace, at no expense to the Owner, all defects which may arise during this time due to inferior or defective materials, equipment or workmanship.

H. RECORD DRAWINGS

Maintain a complete set of Electrical Drawings at the site, with all changes, etc., marked neatly thereon in a contrasting color. This set shall not be used for any other purpose. Keep the

Drawings current at all times, and present to the Architect upon completion of work.

DIVISION 16-B - ELECTRICAL INSTALLATION

A. SECONDARY SERVICE

Power for distribution within each of the buildings will be supplied underground from the secondary side of pad mounted service transformers provided by the serving Utility Company. Voltage shall be 120/208 volts, 3 phase, 4 wire, 60 Hz., alternating current.

B. METERING FACILITIES

Provide metering facilities in strict accordance with the Utility Company furnishing service to the installation.

C. GROUNDING

Ground the entire electrical system in full accord with NEC.

D. MECHANICAL EQUIPMENT

Provide branch circuits, feeders, J-boxes, switches, etc., and make all final power connections to motors, etc., for mechanical equipment.

E. GENERAL POWER AND EQUIPMENT CONNECTIONS

1. All power circuits and receptacles for garage/maintenance equipment will be located per Owner's direction and equipment requirements.

2. No electrical equipment of any type shall be installed in the various vehicle repair and storage bay areas lower than 36" AFF, unless suited for installation and operation in hazardous locations (Class I Div II) and properly installed with galvanized rigid conduit and seals.

SECTION 16-C - ELECTRICAL MATERIALS AND EQUIPMENT

A. MAIN DISTRIBUTION PANELBOARD

Provide wall mounted circuit breaker type distribution and general purpose panelboards. Panelboards shall be of the size, ampere rating, voltage, phase, and number of wires as determined by final design.

B. RACEWAYS AND CONDUCTORS

Provide complete raceway systems for all conductors for lighting, convenience power, mechanical systems, and other miscellaneous systems that may be required. All conductors shall be copper, and of the number and size as determined by final design.

C. LIGHTING FACILITIES

1. Fleet Maintenance Building Lighting Svstems

- a) The offices, secretarial, locker/lunch room, and restrooms shall be illuminated by fluorescent lay-in troffers, of the two and three lamp types.
- b) The repair garage area and associated work bays shall be primarily illuminated by industrial high bay HID fixtures using 250 watt high pressure sodium.
- c) The oil, tire storage, parts room, mechanical, and electrical rooms shall be illuminated by fluorescent strip and industrial type luminaires.
- d) The exterior building mounted security lighting shall consist of commercial high intensity discharge luminaires utilizing 250 watt high pressure sodium lamps.
- e) Exit and emergency egress lighting shall be provided by luminaires with storage battery standby capabilities.

2. Golf Parks Building Lighting Systems

- a) The offices, corridor, laboratory, and restrooms shall be illuminated by fluorescent lay-in troffers, of the two and three lamp types.
- b) The equipment storage, chemical storage area and associates work areas shall be primarily illuminated by industrial high bay HID fixtures using 250 watt high pressure sodium lamps.
- c) The equipment repair area, storage, mechanical, and electrical rooms shall be illuminated by fluorescent strip and industrial type luminaries.
- d) The equipment repair area, storage, mechanical, and electrical rooms shall be illuminated by fluorescent strip and industrial type luminaries.
- e) Exit and emergency egress lighting shall be provided by luminaires with storage battery standby capabilities.

3. Street and Alley, Traffic Maintenance Building Lighting Systems

- a) The offices, corridor, and computer room shall be illuminated by fluorescent lay-in troffers, of the two and three lamp types.
- b) The vehicle and equipment storage areas and associated work areas shall be primarily illuminated by

industrial high bay HID fixtures using 250 watt high pressure sodium.

c) The storage areas, mechanical, and electrical rooms shall be illuminated by fluorescent strip and industrial type luminaires.

d) The lunch/locker room and rest rooms shall be illuminated by fluorescent surface wraparound type fixtures.

e) The exterior building mounted security lighting shall consist of commercial high intensity discharge luminaires utilizing 250 watt high pressure sodium lamps.

f) Exit and emergency egress lighting shall be provided by luminaires with storage battery standby capabilities.

D. SPECIAL SYSTEMS OR PROVISIONS

A conduit system, complete with outlet boxes, pull wires, etc., shall be provided for installation of a telephone system by others.

U.B.C. ALL B AND H OCCUPANCIES:

1. Shall have natural ventilation by means of operable exterior openings with an area of not less than one twentieth of the total floor area or be provided a mechanically operated ventilating system capable of supplying a minimum of 5 cubic feet per minute of outside air with a total circulated of not less than 15 cubic feet per minute per occupant in all portions of the building during such time as the building is occupied.

2. Where flammable liquids are used, exhaust ventilation shall be provided sufficient to produce four complete air changes per hour. Such exhaust ventilation shall be taken from a point at or near the floor.

3. Toilet rooms shall be provided with a fully openable exterior window at least 3 square feet in area or a vertical duct not less than 100 square inches in area for the toilet facility with 50 additional inches for each additional facility or a mechanically operated exhaust system capable of providing a complete change of air every 15 minutes. Such systems shall be connected directly to the outside, and the point of discharge shall be at least 5 feet from any openable window.

U.B.C. B OCCUPANCIES SPECIAL REQUIREMENTS

1. In all enclosed parking garages used for storing or handling of automobiles operating under their own power ventilation shall be provided capable of exhausting a minimum of 1.5 cfm per square foot of gross floor area. The building official may approve an alternate ventilation system designed to exhaust a minimum of 14,000 cfm for each operating vehicle. Such system shall be based upon the anticipated instantaneous movement rate of vehicles but not less than 2.5 percent [or one vehicle] of the garage capacity. Automatic CO sensing devices may be employed to modulate the ventilation system to maintain a maximum average concentration of CO of 50 ppm during any eight-hour period, with a maximum concentration not greater than 200 ppm for a period not exceeding one hour. Connecting offices, waiting rooms, etc., shall be supplied with conditioned air under positive pressure.

2. Floors shall drain to an approved oil separator or trap discharging to sewers in accordance with the Plumbing Code in areas where motor vehicles are stored.

3. Devices generating a glow or flame capable of igniting gasoline vapor shall not be installed or used within 18 inches of the floor in any room in which volatile flammable liquids or gas are used or stored.

U.B.C. H OCCUPANCIES SPECIAL REQUIREMENTS

1. In all buildings used for the repair or handling of automobiles operating under their own power, ventilation shall be provided capable of exhausting a minimum of 1 cfm per square foot. Additionally, each engine repair stall shall be equipped with an exhaust pipe extension duct, extending to the outside of the building, which if over 10 feet in length shall mechanically exhaust 300 cubic feet per minute. Connecting offices and waiting rooms shall be supplied with conditioned air under positive pressure.

2. In Division 1 and 2, there shall be no openings in such occupancy separations except for necessary ducts and piping.

3. In any room in a Group H, Division 1, 2 or 3 occupancy in which volatile, flammable liquid or hazardous materials are stored or used, energy consuming equipment shall not be used unless such equipment has been listed specifically for the hazardous atmosphere that may develop.

4. In Division 4 Occupancies, devices which generate a spark or glow capable of igniting gasoline vapors shall not be installed or used within 18 inches of the floor.

5. Equipment or machinery which generates or emits combustible or explosive dust or fibers shall be provided with an adequate dust-collecting and exhaust system installed in conformance with the Mechanical Code.

6. Rooms or portions of a building wherein flammable dusts are stored, or used and may be in suspension in the air continuously or intermittently shall conform with the following.

a) Every dust-producing process shall be provided with a dust-collection system adequate in capacity to prevent hazardous concentrations of dust within the room.

b) Effective venting devices shall be of light noncombustible construction and shall vent directly to the exterior of the building. Venting devices shall be located in walls facing yards 30 feet or more in width or located in roofs where there are no snow loads and shall be equal in area to at least 1 square foot for each 80 cubic feet of volume for every flammable dust-collection or storage container having a volume exceeding 250 cubic feet.

U.F.C. AUTOMATIC FIRE-EXTINGUISHING SYSTEMS

1. H-1 and H-2 occupancies larger than 1500 square feet in floor area shall have a fire extinguishing system.

2. In H-2 rooms which have flammable or combustible liquids stored or handled in excess of quantities in table 9-A of U.B.C. shall have a fire extinguishing system.

3. In all H and B occupancies a fire extinguishing system shall be installed in every story when the floor area exceeds 1500 square feet and there is not provided at least 20 square feet of opening entirely above the adjoining ground level in each 50 lineal feet or fraction thereof of exterior wall in the story on at least one side of the building. When openings in a story are provided on only one side and the opposite wall of such story is more than 75 feet from such openings, the story shall have a fire-extinguishing system, or have openings on at least two sides of an exterior wall of the story.

U.M.C.

1. Provide fire dampers in accordance with Chapter 43 of the Building Code.
2. Provide combustion air and ventilation systems in accordance to the U.M.C.

U.P.C.

Plumbing shall be installed in accordance with the U.P.C.

N.E.C.

All electrical work shall be installed in accordance with the 1984 N.E.C. (NFPA Article 70).

OPERATIONS & MAINTENANCE EXPENSES - TEN YEAR PERIOD

In the "Capital Facilities Improvement Plan for the City of Cheyenne - 1984," the Capital Facilities Task Force stated, "Operating and Maintenance costs must be carefully considered---before committing funds for the construction of a new facility."

They defined "operations and maintenance" as including: "regular janitorial; upkeep and monitoring of special, electrical, heating and air conditioning systems; upkeep of regular plumbing, roofing, floorings, wall finishes,, landscaping, etc.; utilities; etc." Each component is accomplished either by the city's own personnel, or outside contractors, and includes both labor and material. For uniformity, we have adopted their definition.

The Capital facilities Report contains information from Pete Peterson, head of Fleet Maintenance Division, on the cost of operations and maintenance for the facilities at 2731 Happy Jack Road and 15th & Snyder. This cost was approximately \$2.00/square foot for the 1982 -1983 fiscal year and hasn't changed significantly since. Of this cost, approximately \$.80 is for utilities.

The facilities in this study are very similar to the mix of work areas to those two existing facilities, and they would also be maintained and operated primarily by City Personnel. Their operations and maintenance costs, therefore, should be very similar to these two existing buildings. The new buildings will be better insulated and have more efficient heating systems, however, and a conservative savings of 20% should be anticipated in utility costs. This would make the 1st year square footage cost approximately \$1.80/sq. ft.

Assuming a 5% inflation rate, operations and maintenance costs for 10 years on each facility are shown below. For the purpose of this analysis, only the full building for street & Alley and Traffic has been included. 1st year is assumed to be 1985-1986.

	Street & Alley and Traffic (65,000 sq. ft.)	Fleet Maintenance (36,000 sq.ft.)	Parks (31,660 sq. ft.)
1st year	\$120,250.00	\$66,600.00	\$58,571.00
2nd year	126,262.00	69,930.00	61,500.00
3rd year	132,576.00	73,427.00	64,575.00
4th year	139,204.00	77,098.00	67,803.00
5th year	146,165.00	80,953.00	71,193.00
6th year	153,473.00	85,000.00	74,753.00
7th year	161,147.00	89,250.00	78,491.00
8th year	169,204.00	93,713.00	82,415.00
9th year	177,664.00	98,399.00	86,536.00
10th year	186,547.00	103,318.00	90,863.00
Totals	\$1,512,492.00	\$837,688.00	\$736,700.00

PHASING OF PROJECT

Upon demolition of Hangar 101, the following buildings need to be constructed as first priority:

1. Parks/Golf Maintenance Building
2. Street & Alley/Traffic Building - Base Building

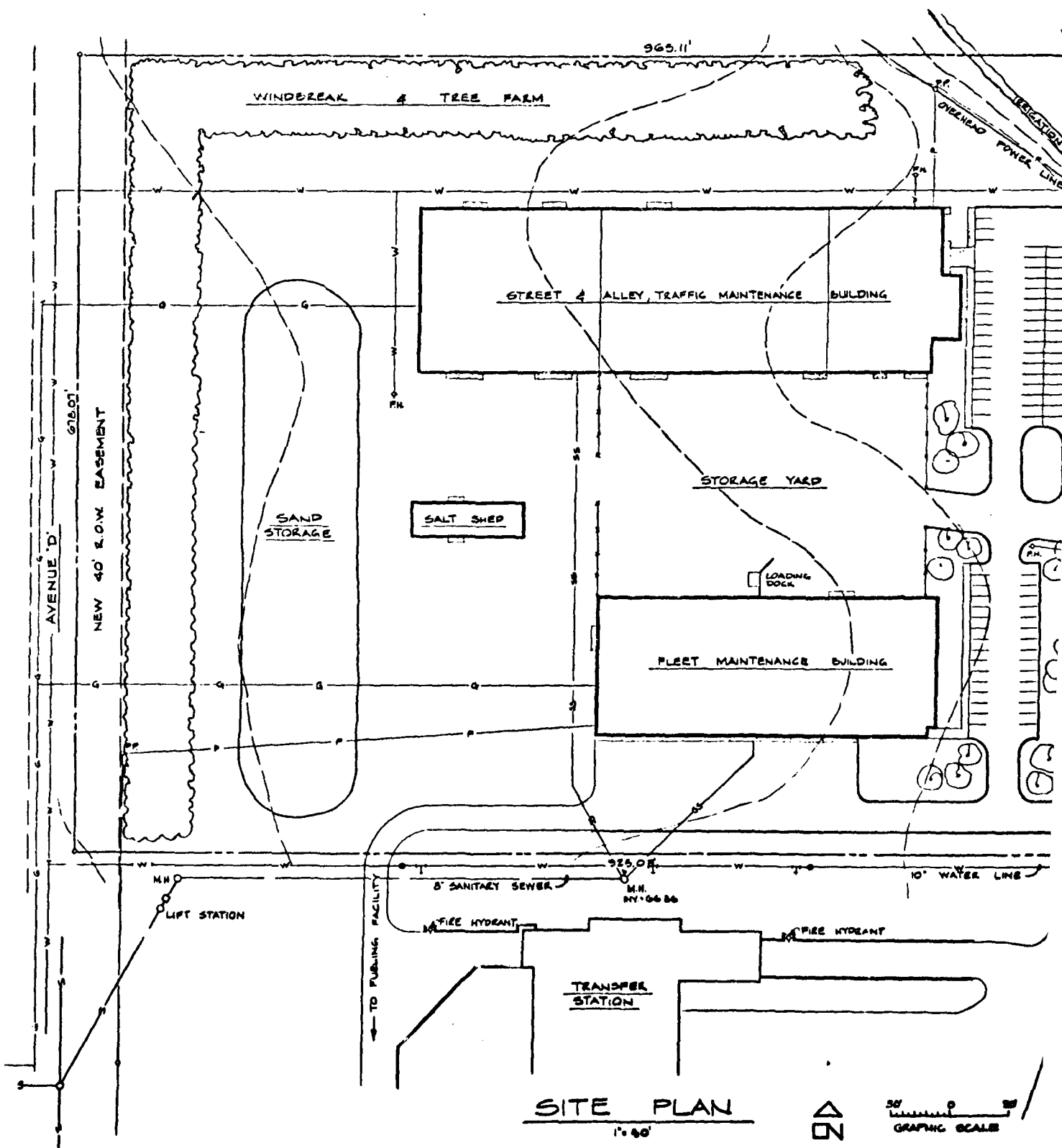
Alternate Bid No. 1 for Street & Alley/Traffic Building is desirable but can be built later if no funds are available.

Alternate Bid No. 2 for the same project is also desirable but can be built at a later time.

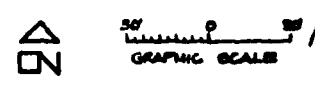
The Fleet Maintenance Building is the lowest priority and should be the last constructed to complete the Public Works Complex.

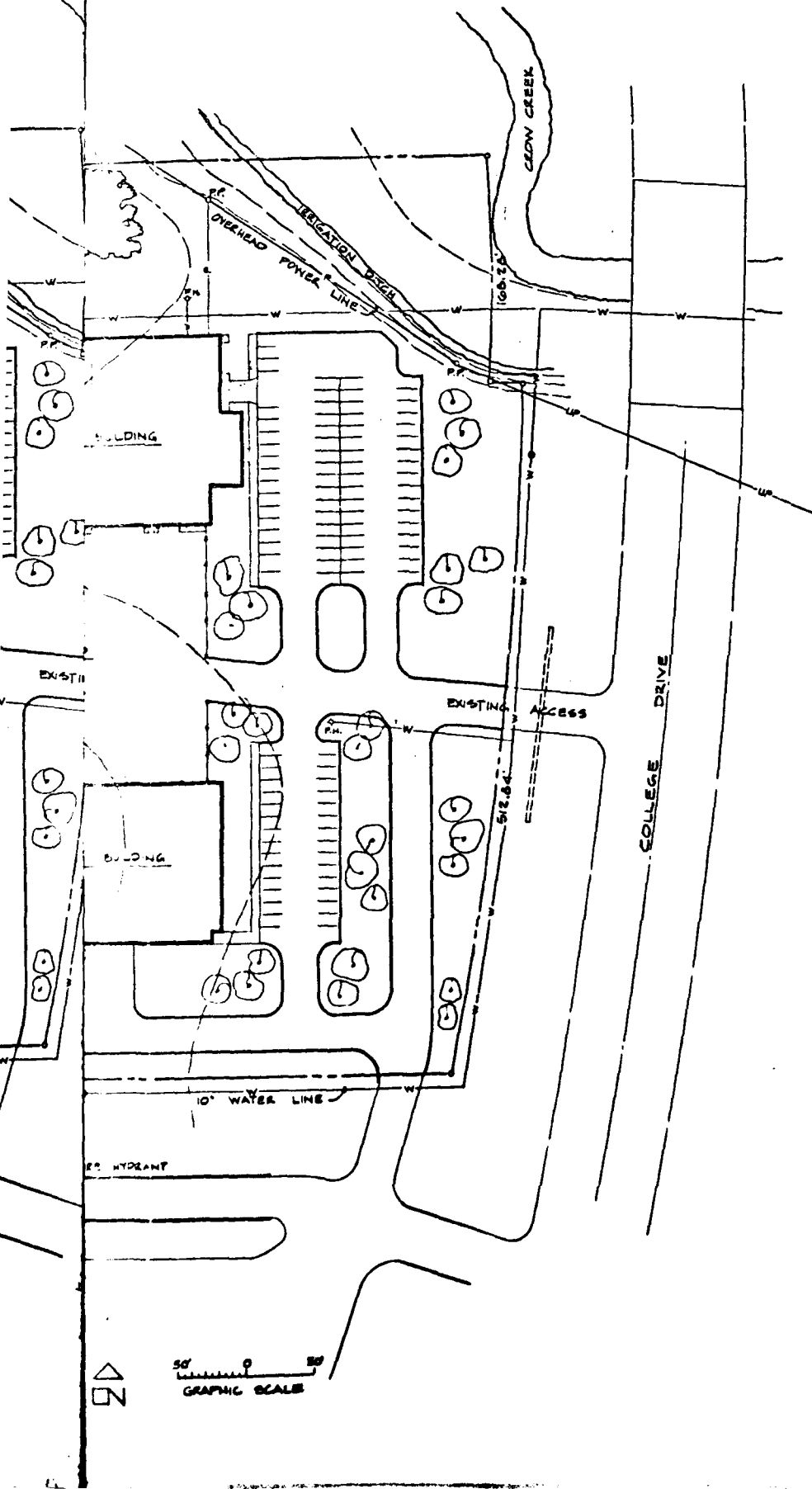
DISPOSITION OF EXISTING BUILDINGS

1. Hangar 101 will be demolished.
2. Golf Maintenance Buildings are in disrepair and should be demolished upon completion of the new building.
3. The Forestry Building should remain where it is for now.
4. The Parks Building should be kept and used as described herein.
5. The two Fleet Maintenance Buildings can be sold to defray most of the cost of building the new Fleet Maintenance Building.



SITE PLAN
1" = 40'





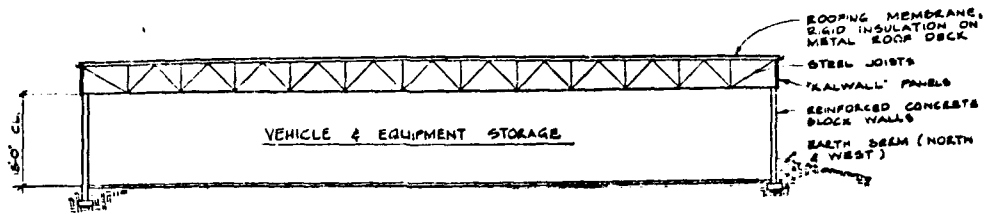
DOUGLAS COATES, ARCHITECT
 P.O. BOX 2653
 CHEYENNE, WYOMING 82001



PUBLIC WORKS COMPLEX
 CHEYENNE, WYOMING

2-26-83





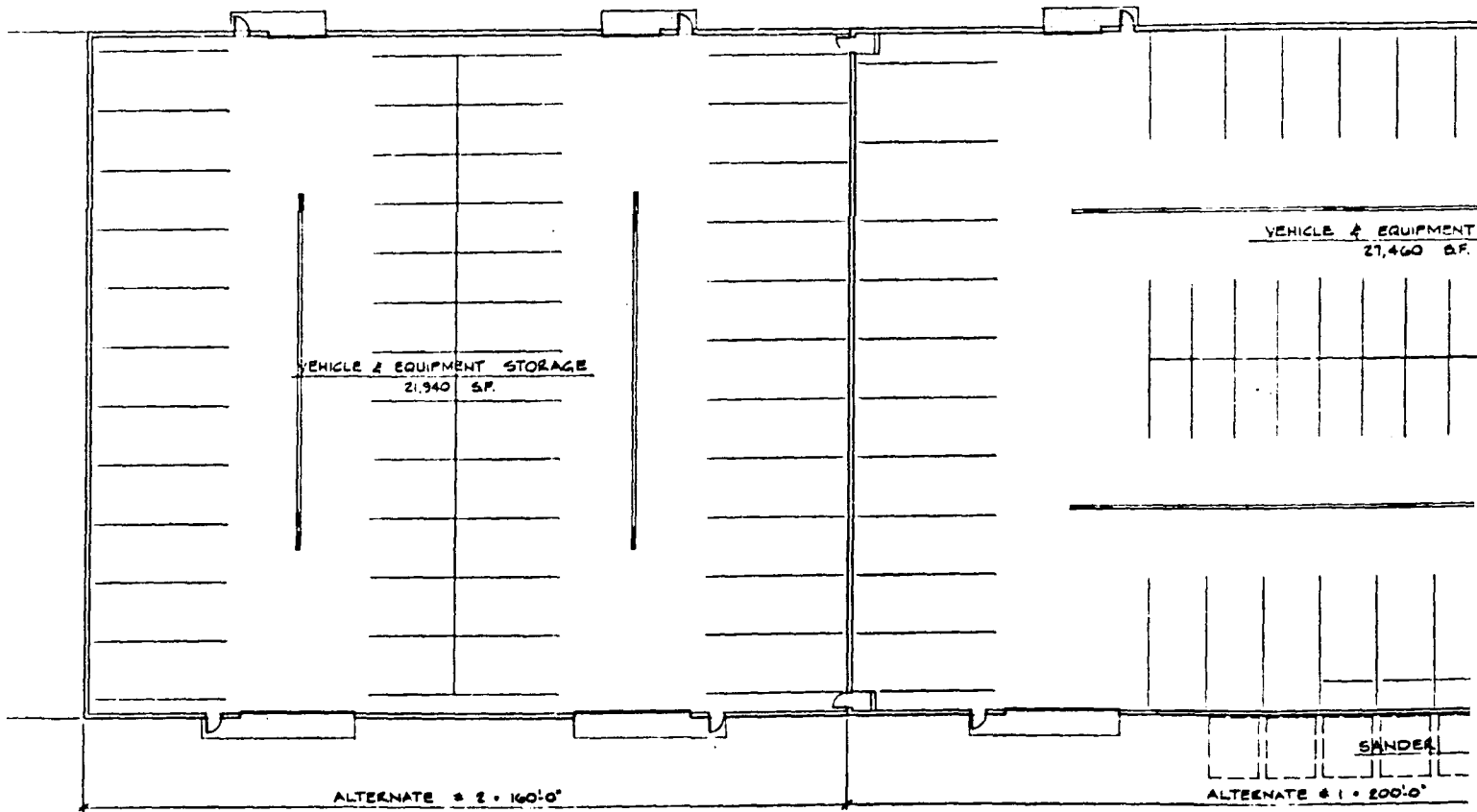
CROSS - SECTION

1/16" = 1'-0"



SOUTH ELEVATION

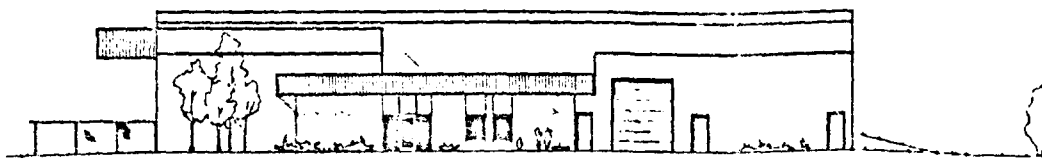
1/16" = 1'-0"



STREET & ALLEY, TRAFFIC 1

1/16" = 1'-0"

0' 5' 10' 15' 20' 25'
GRAPHIC SCALE



EA

EAST ELEVATION

1/16" = 1'-0"

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CHEYENNE, WYOMING 82001



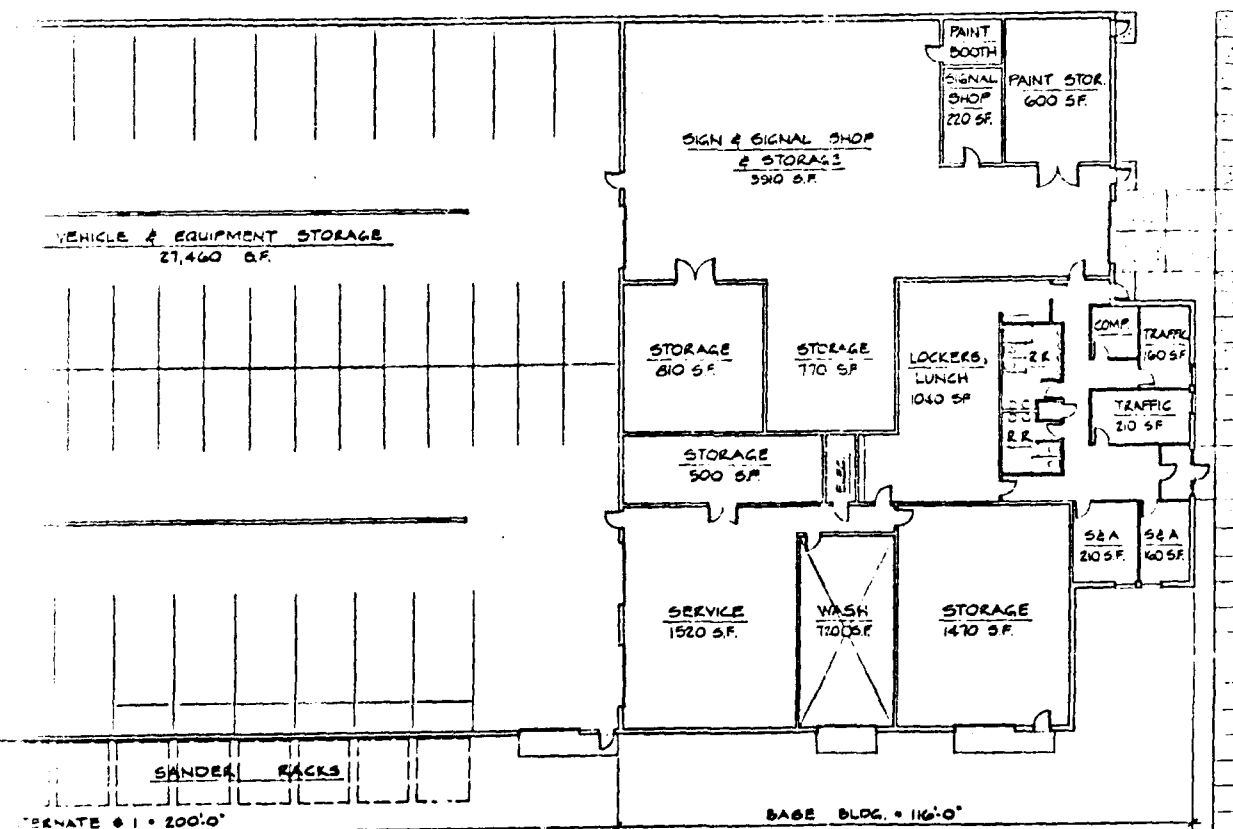
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CHEYENNE, WYOMING

PUBLIC WORKS COMPLEX

2-26-85



ELEVATION



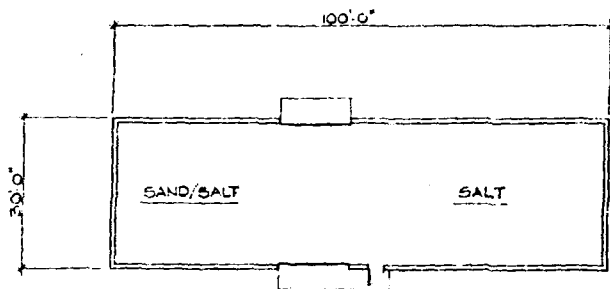
RAGE

ITENA

TRAFFIC MAINTENANCE BLDG.

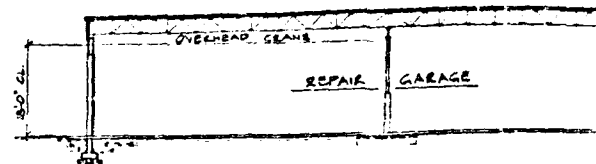
1/16" = 1'-0"

1" = 5' 10' 15' 20' 25'
GRAPHIC SCALE



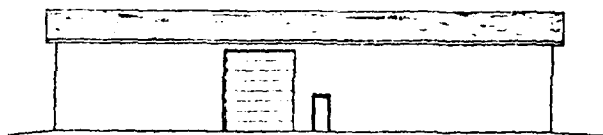
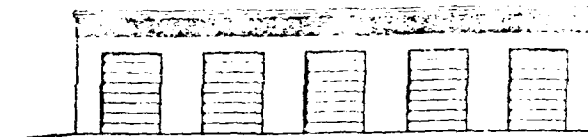
SALT SHED

1/16" = 1'-0"



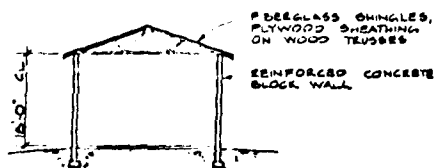
CROSS-SECTION

1/16" = 1'-0"



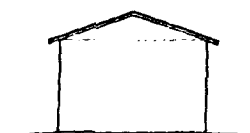
SOUTH ELEVATION

1/16" = 1'-0"



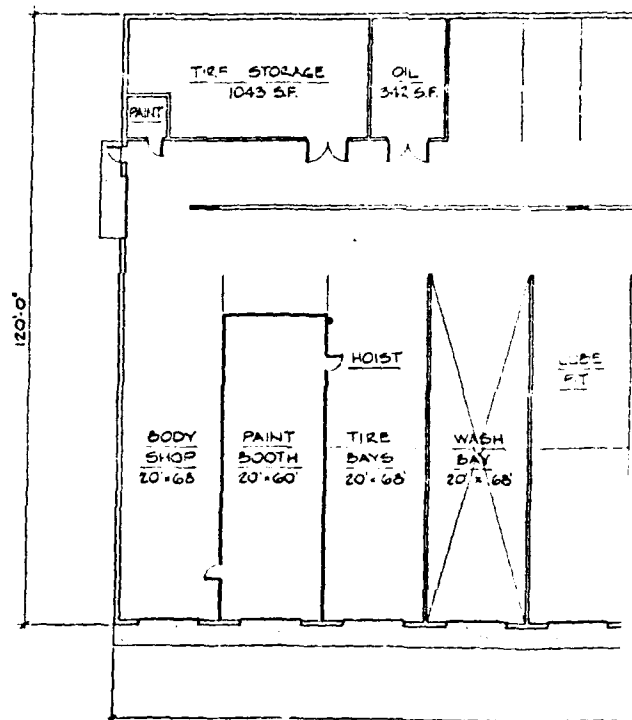
CROSS-SECTION

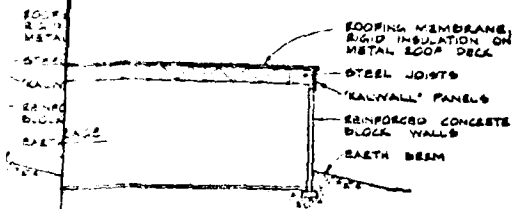
1/16" = 1'-0"



EAST ELEVATION

1/16" = 1'-0"



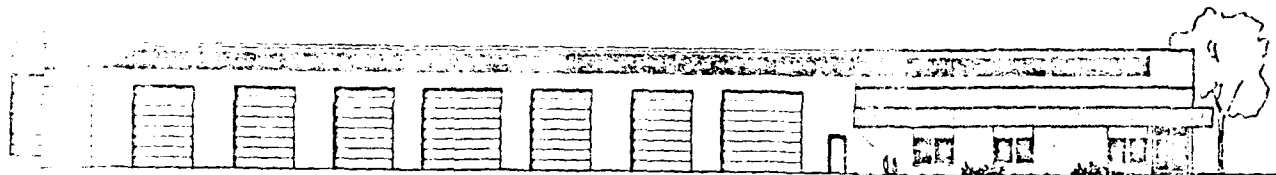


SECTION



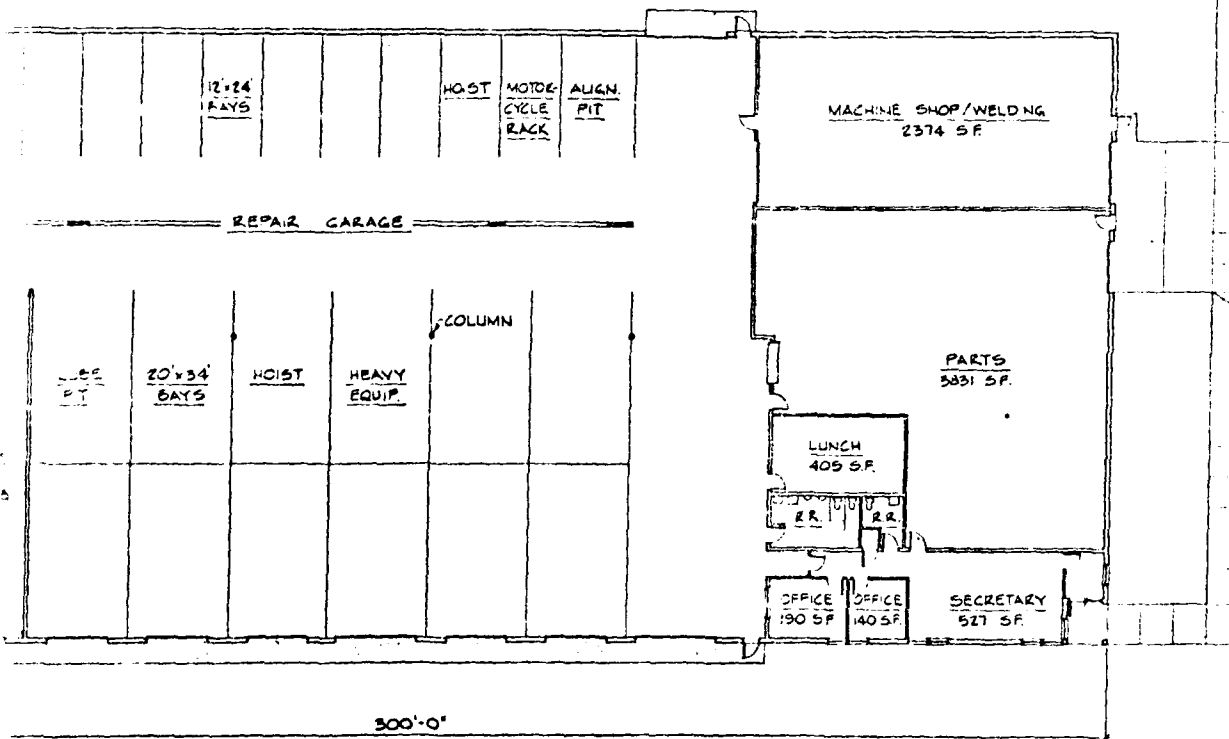
EAST ELEVATION

1/16" = 1'-0"



SOUTH ELEVATION

1/16" = 1'-0"



FLEET MAINTENANCE BUILDING

1/16" = 1'-0"

0' 5' 10' 15' 20' 25'
GRAPHIC SCALE

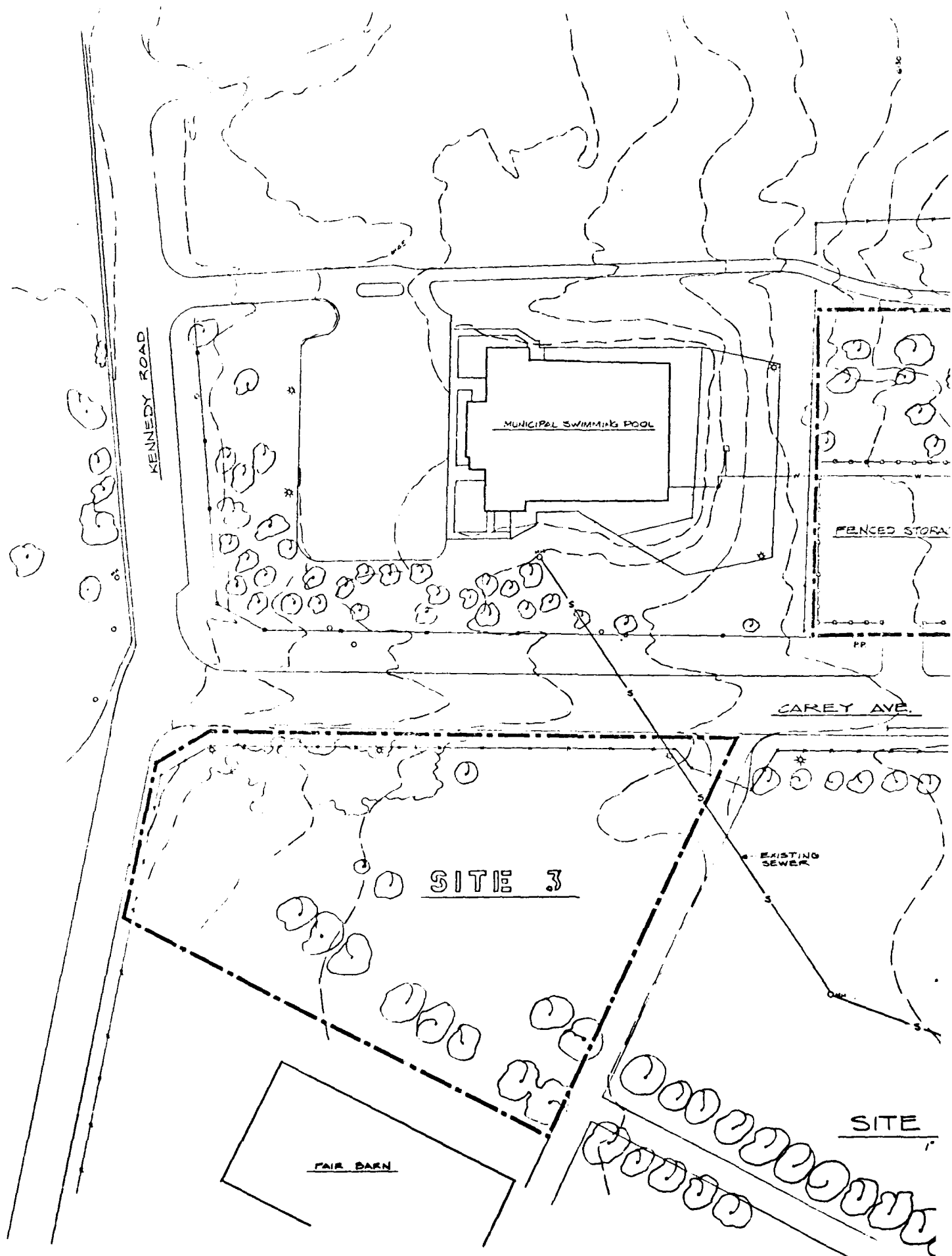
DOUGLAS COATES, ARCHITECT
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CHEYENNE, WYOMING 82001

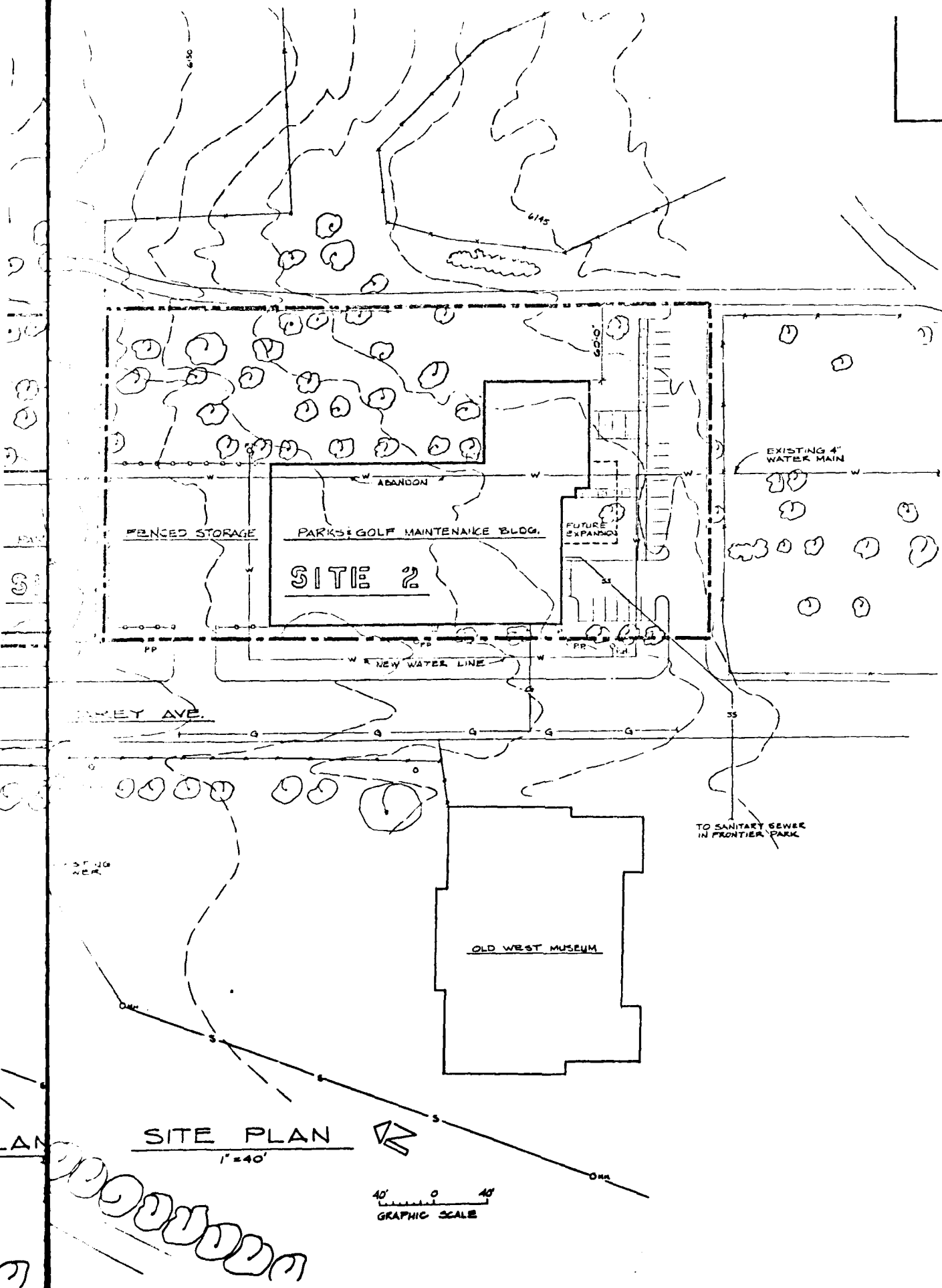


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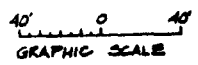
2-26-85







SITE PLAN
1" = 40'

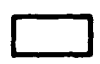


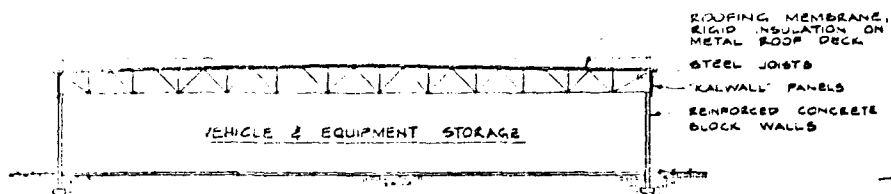
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PARKS / GOLF MAINTENANCE BUILDING
CHEYENNE, WYOMING

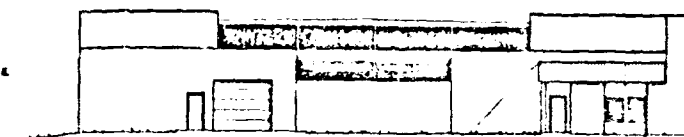
2-26-83





CROSS - SECTION

1/16" = 1'-0"



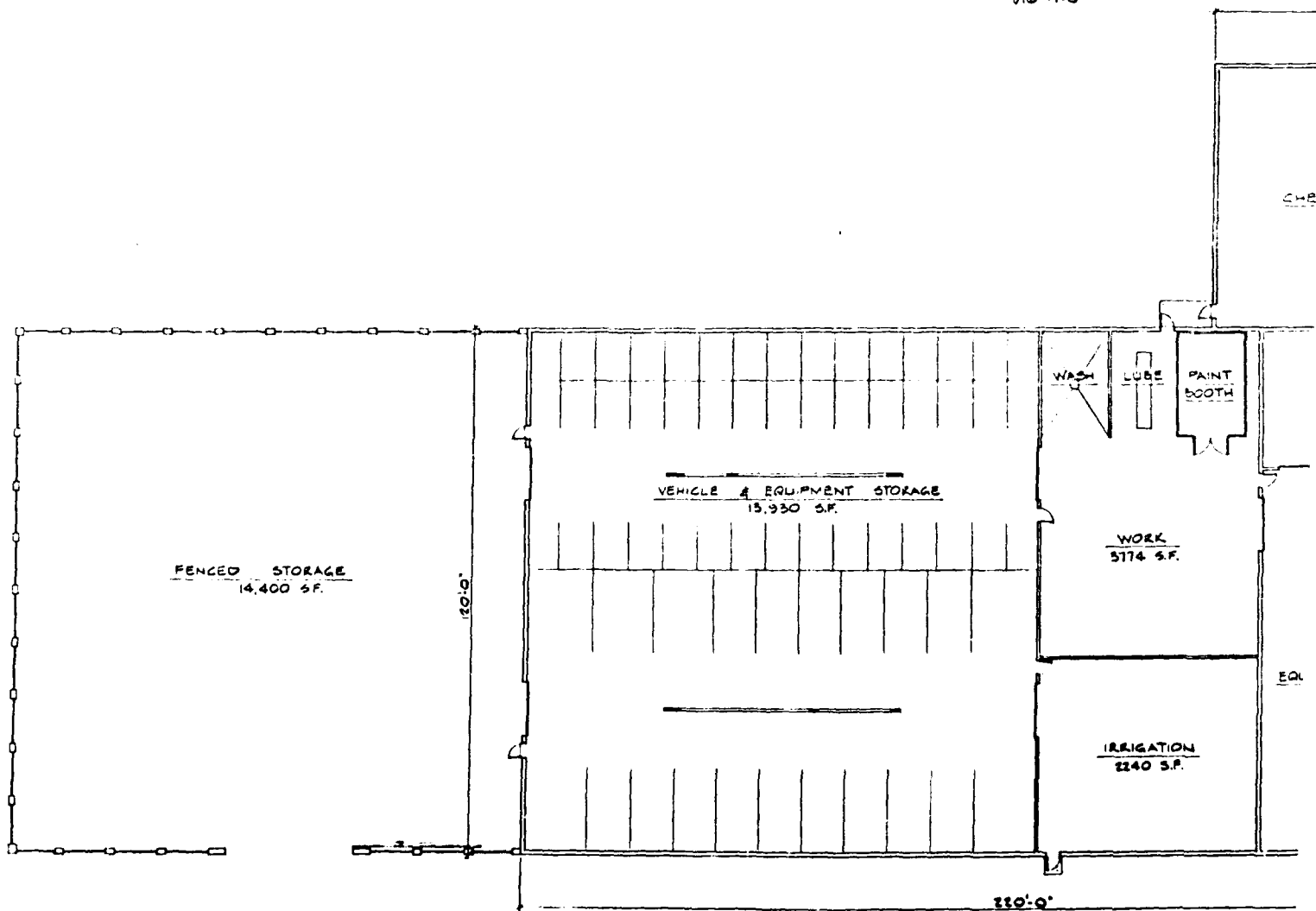
SOUTH ELEVATION

1/16" = 1'-0"



WEST ELEVATION

1/16" = 1'-0"



FLOOR PLAN

1/16" = 1'-0"

1/8" = 5'
GRAPH



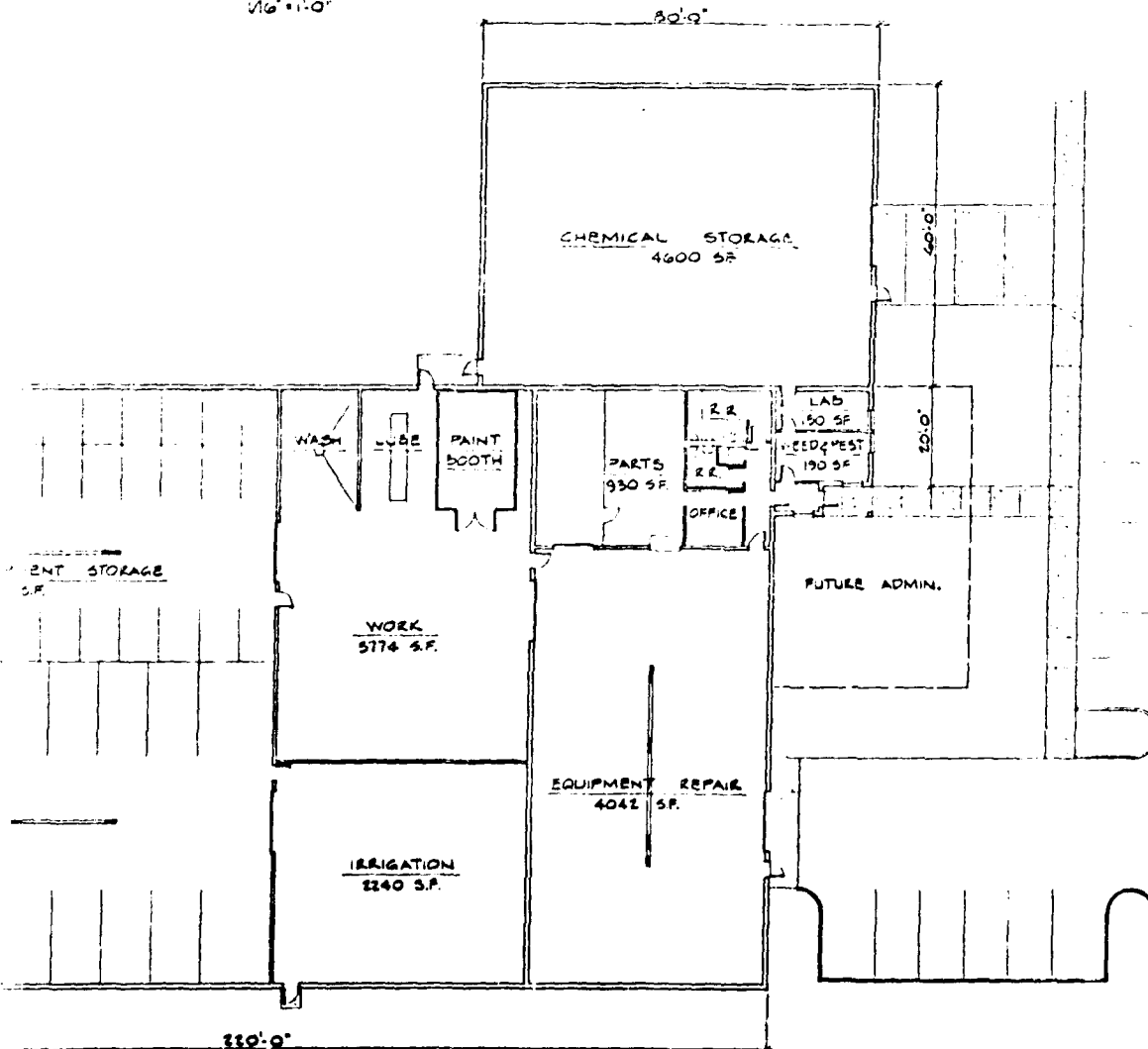
SOUTH ELEVATION

1/16" = 1'-0"



WEST ELEVATION

1/16" = 1'-0"



FLOOR PLAN

1/16" = 1'-0"

0' 5' 10' 15' 20' 25'
GRAPHIC SCALE

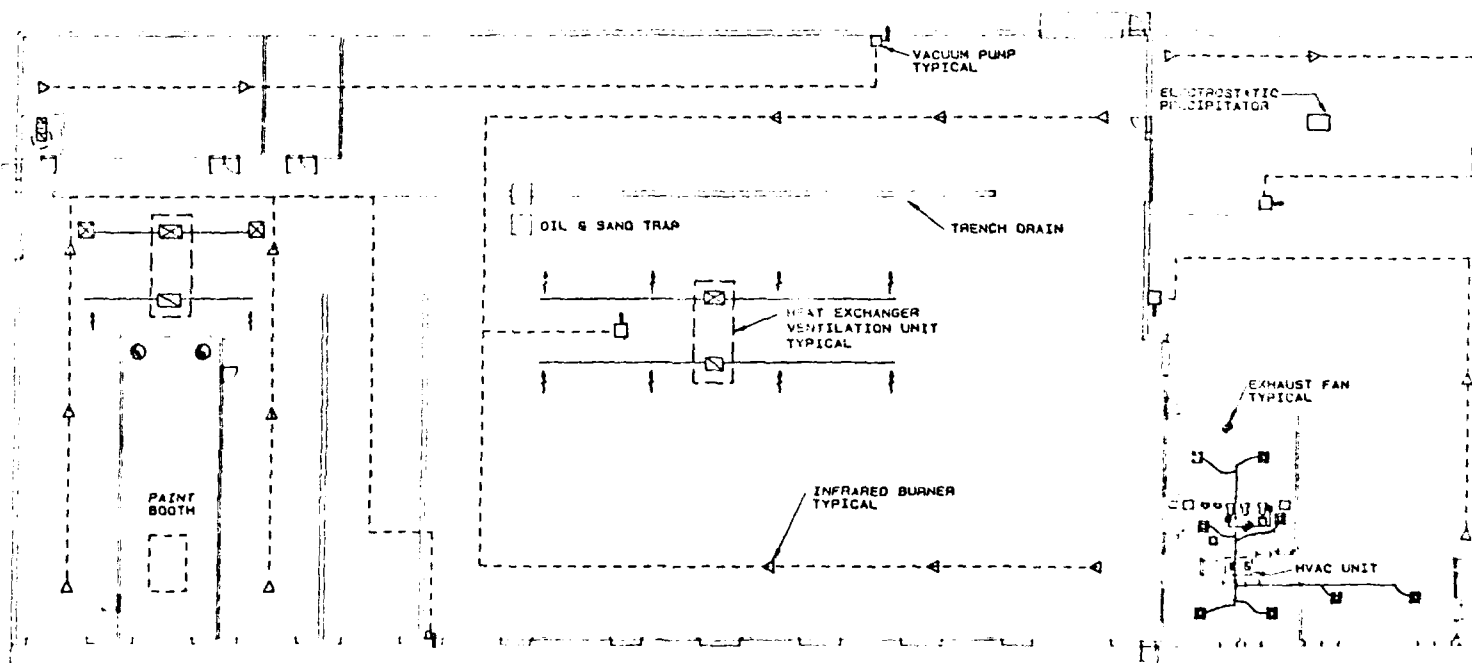
DOUGLAS CORTES, ARCHITECT
P.O. BOX 2853
CHEYENNE, WYOMING 82001



PARKS / GOLF MAINTENANCE BUILDING
CHEYENNE WYOMING

26-89





HVAC & PLUMBING
FLEET MAINTENANCE BUILDING

SCALE: 1/16" = 1'-0"

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MARTIN Q. J.
PROFESSIONAL ENGINEER
STATE OF WYOMING
CITY OF CHEYENNE
(307) 633-4677
CITY OF CHEYENNE
CITY OF CHEYENNE

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CHEYENNE, WYOMING 82001

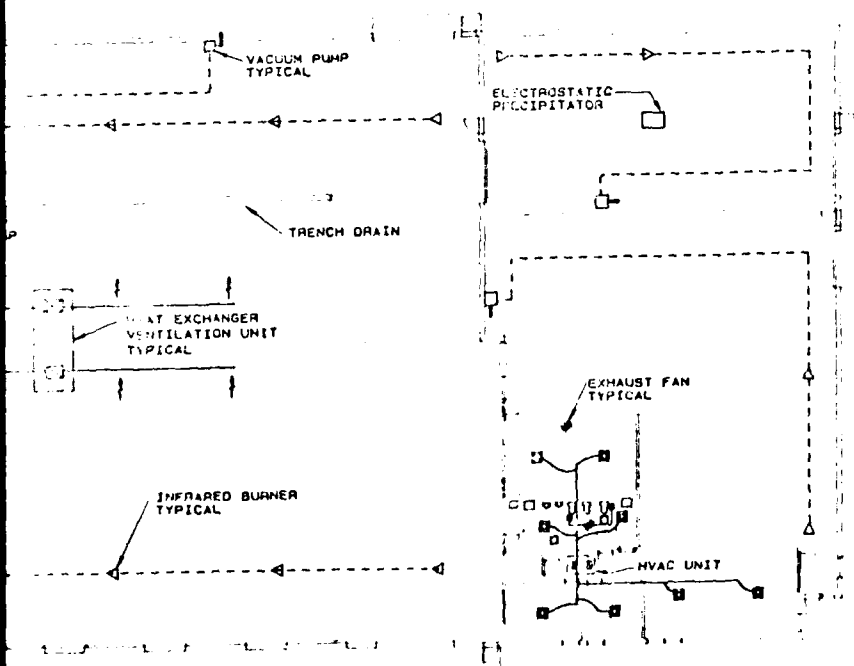


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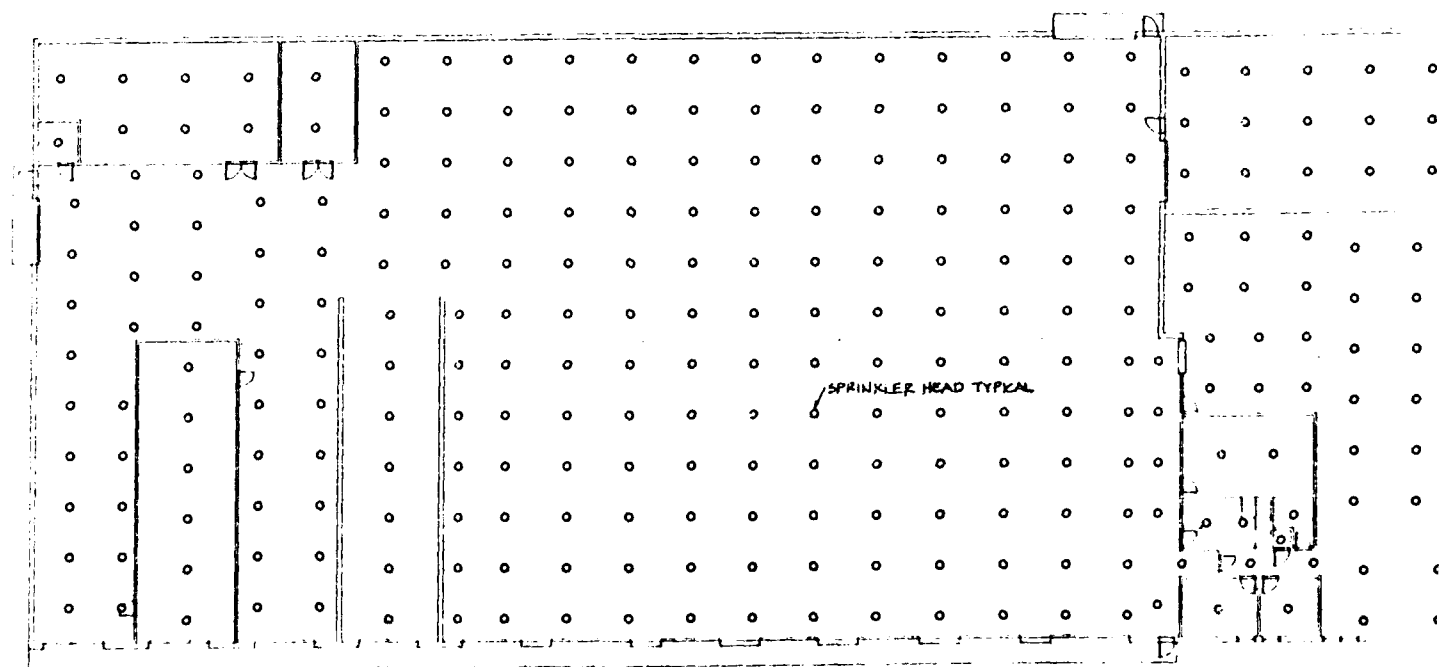


M1



PLUMBING
MAINTENANCE BUILDING

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FIRE PROTECTION
FLEET MAINTENANCE BUILDING

SCALE: 1/16" = 1'-0"

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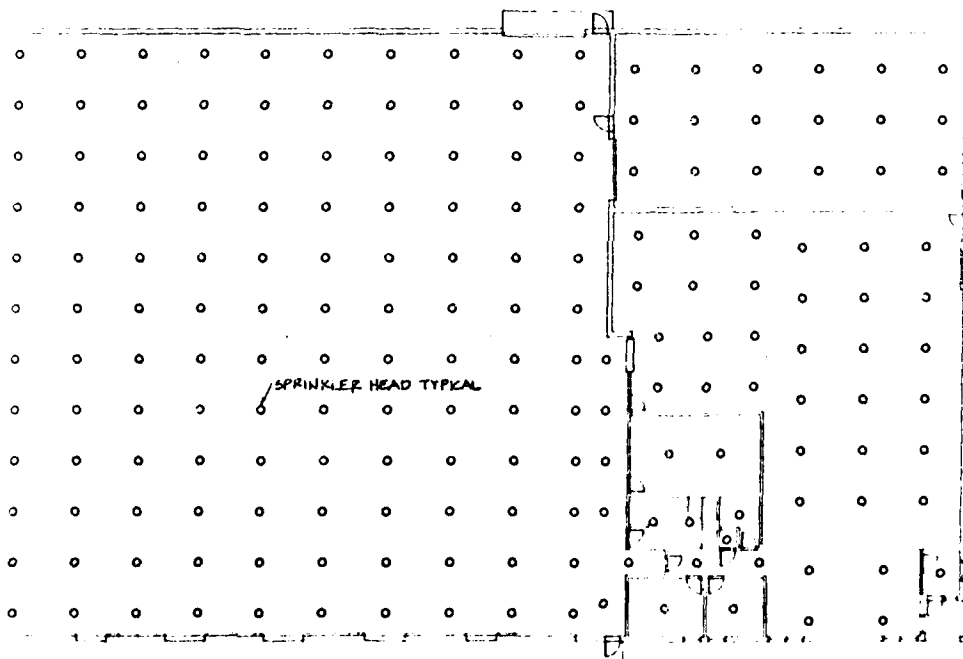
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M2

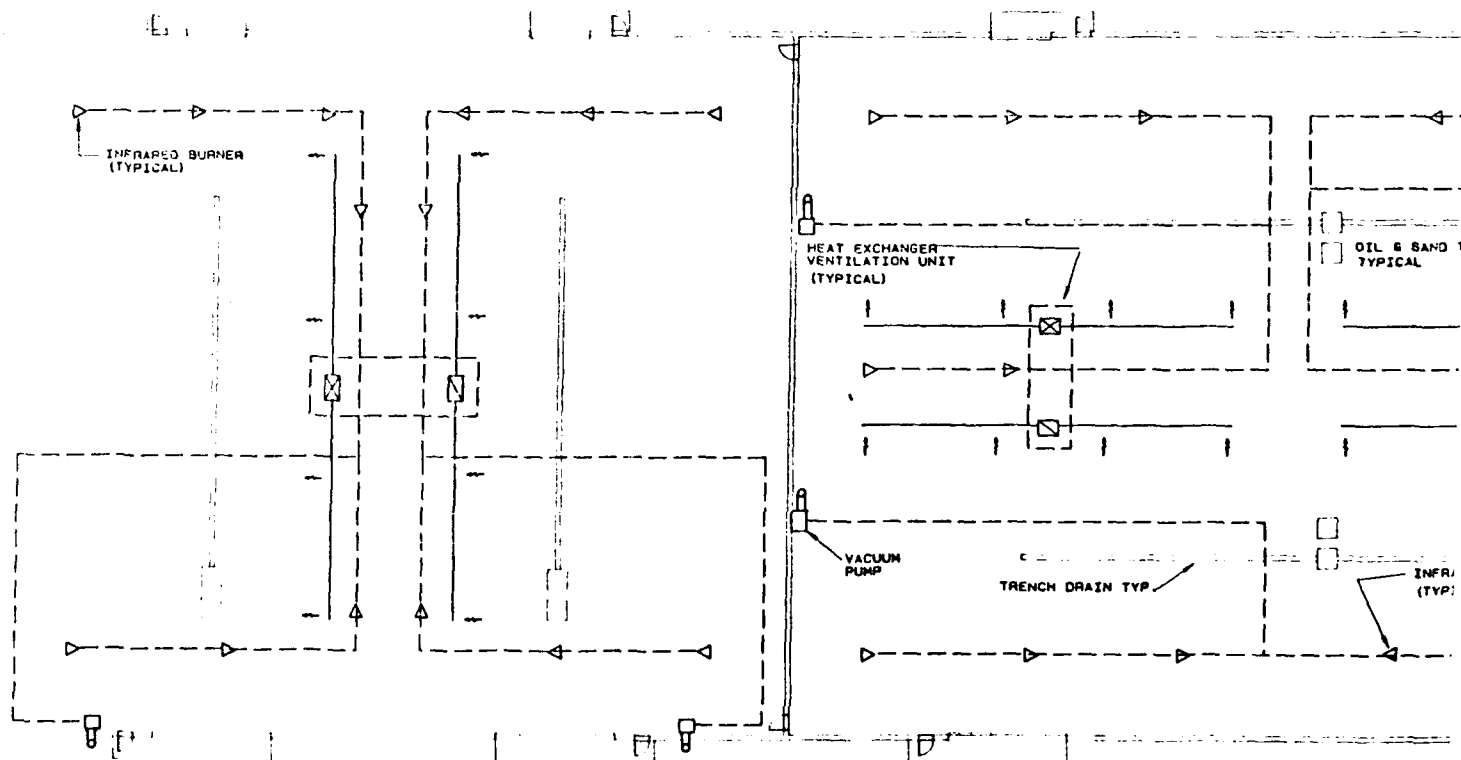


FIRE PROTECTION
PLANT MAINTENANCE BUILDING

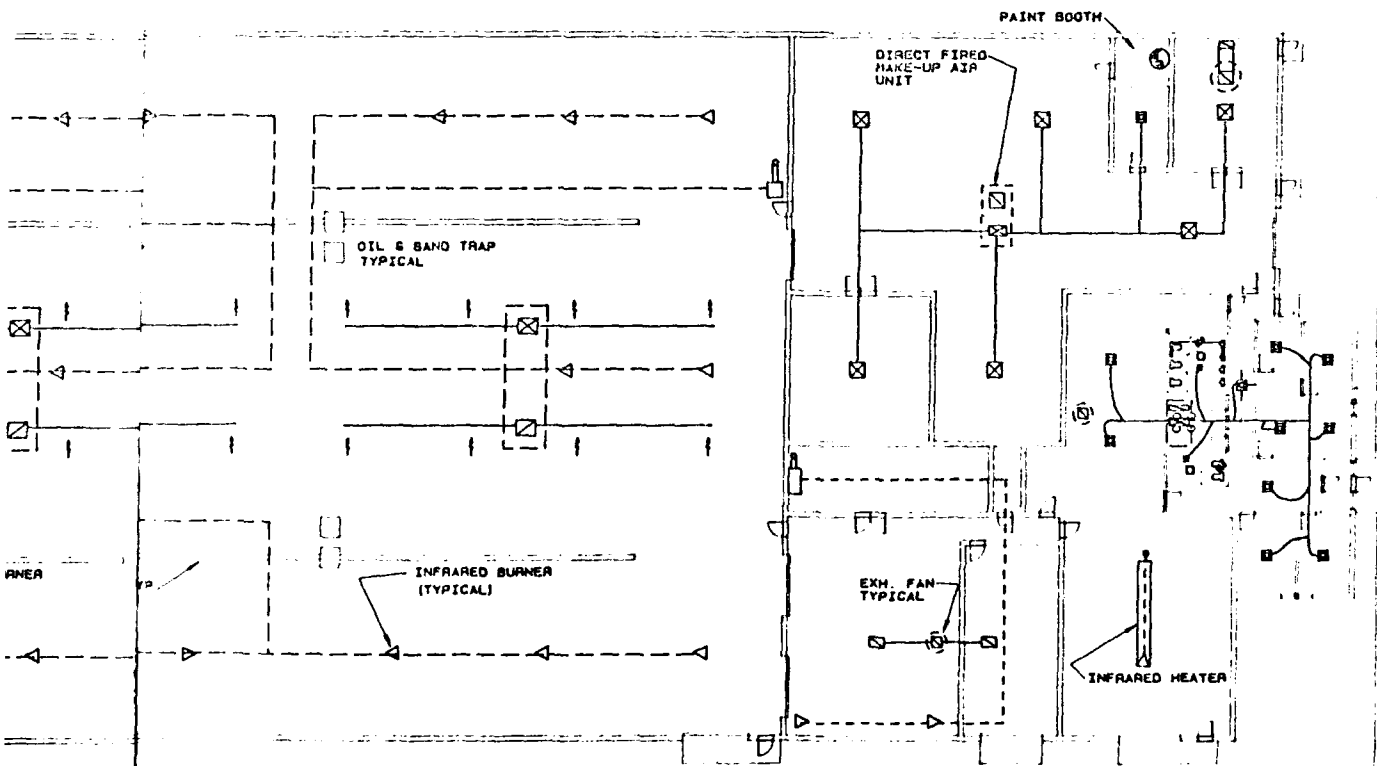
SCALE 1/16" = 1'-0"

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FEB. 26, 1985

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HVAC & PLUMBING
STREET & ALLEY, TRAFFIC MAIN
 SCALE: 1/16" = 1'-0"

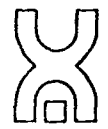


TRAFFIC MAINTENANCE BLDG.

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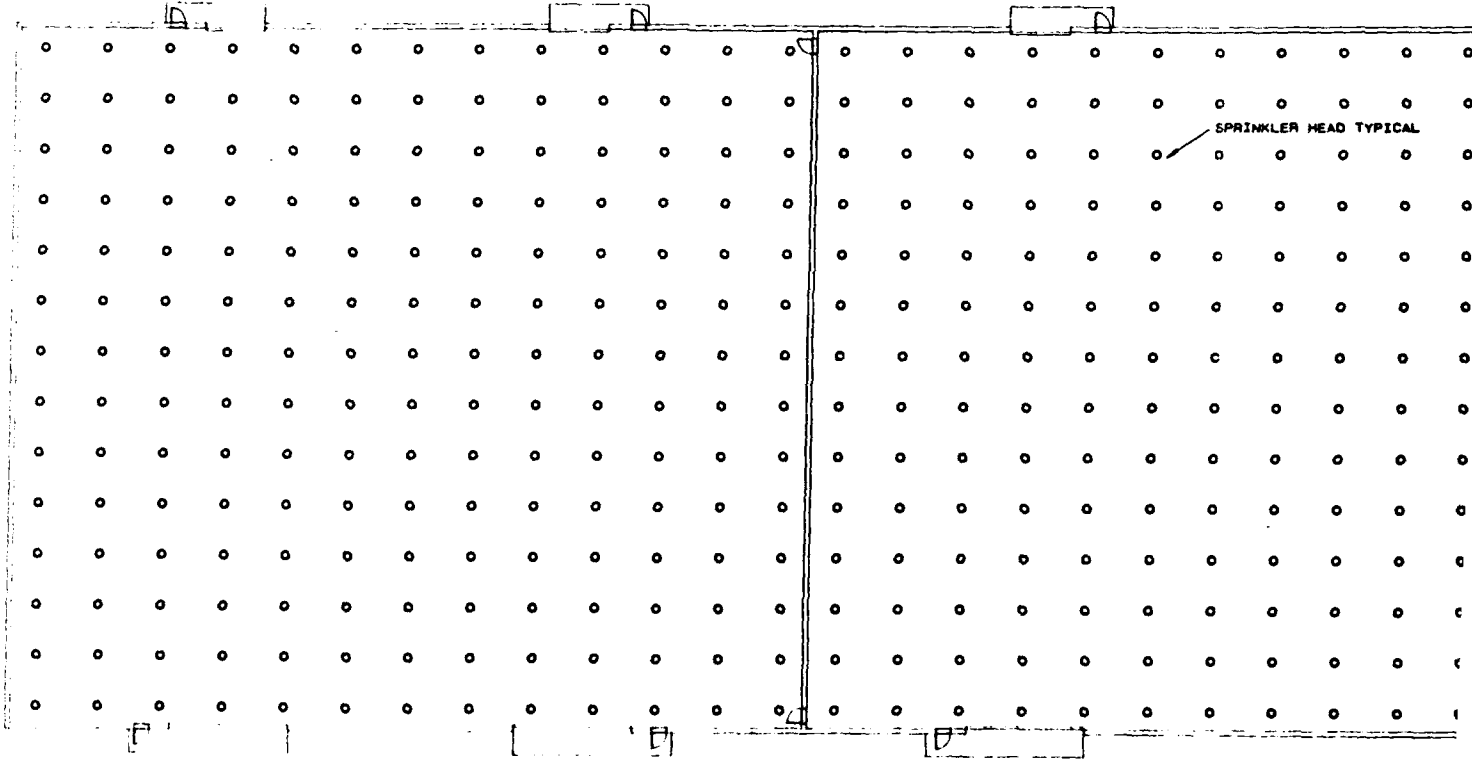
MARTIN & J
PROFESSIONAL ENGINEERS
1000 ALBANY STREET
CHEYENNE, WY 82001
307/630-4500
OFFICE: 307/630-4500
HOME: 307/630-4500

DOUGLAS COATES, ARCHITECT
P.O. BOX 2653
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M3



FIRE PROTECTION
STREET & ALLEY, TRAFFIC MAIL
SCALE: 1/16" = 1'-0"

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PROFESSIONAL ENGINEER
1780 WESTLAND BLVD.
CHEYENNE, WYOMING 82001
311 NORTH BRIDGE

DOUGLAS COATES, ARCHITECT
P.O. BOX 2653
CHEYENNE, WYOMING 82001

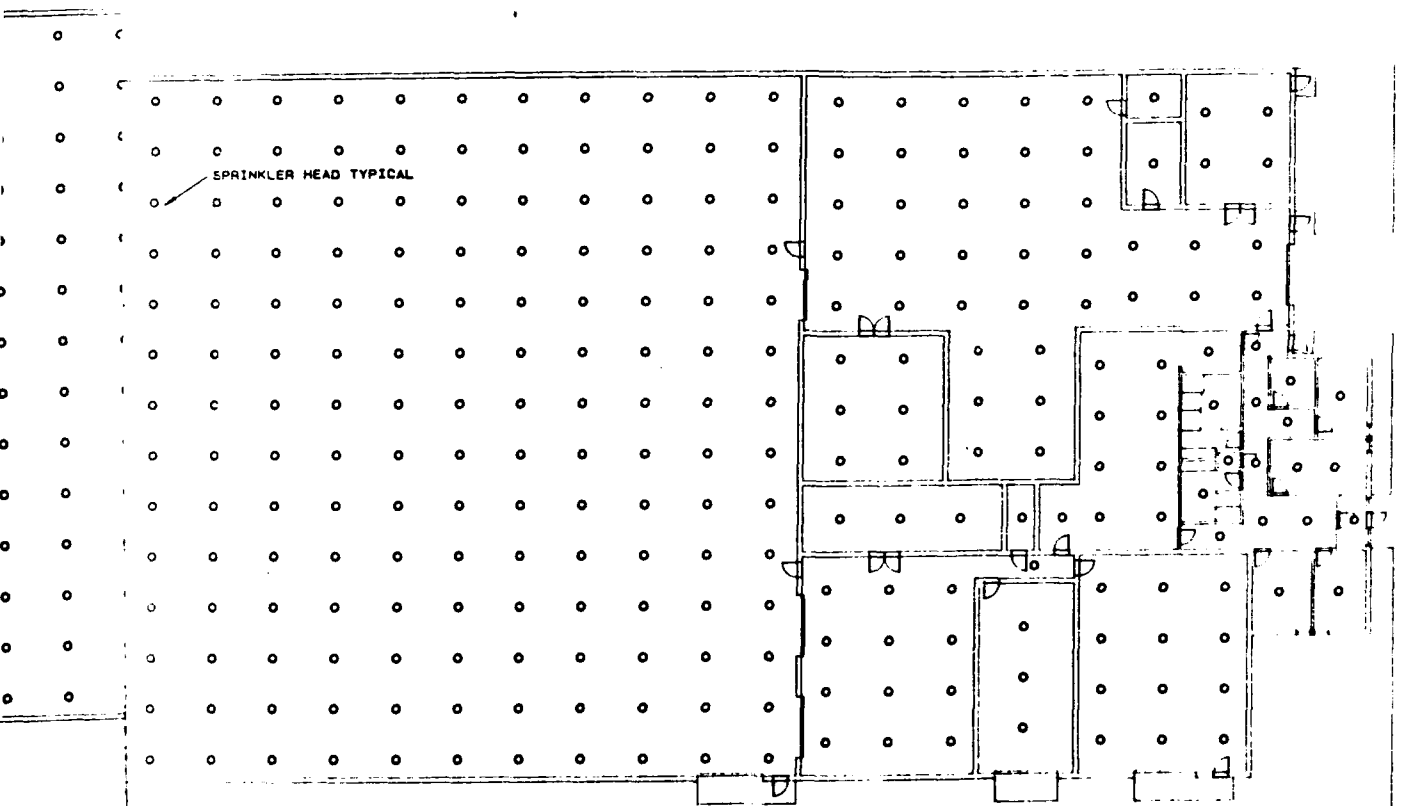


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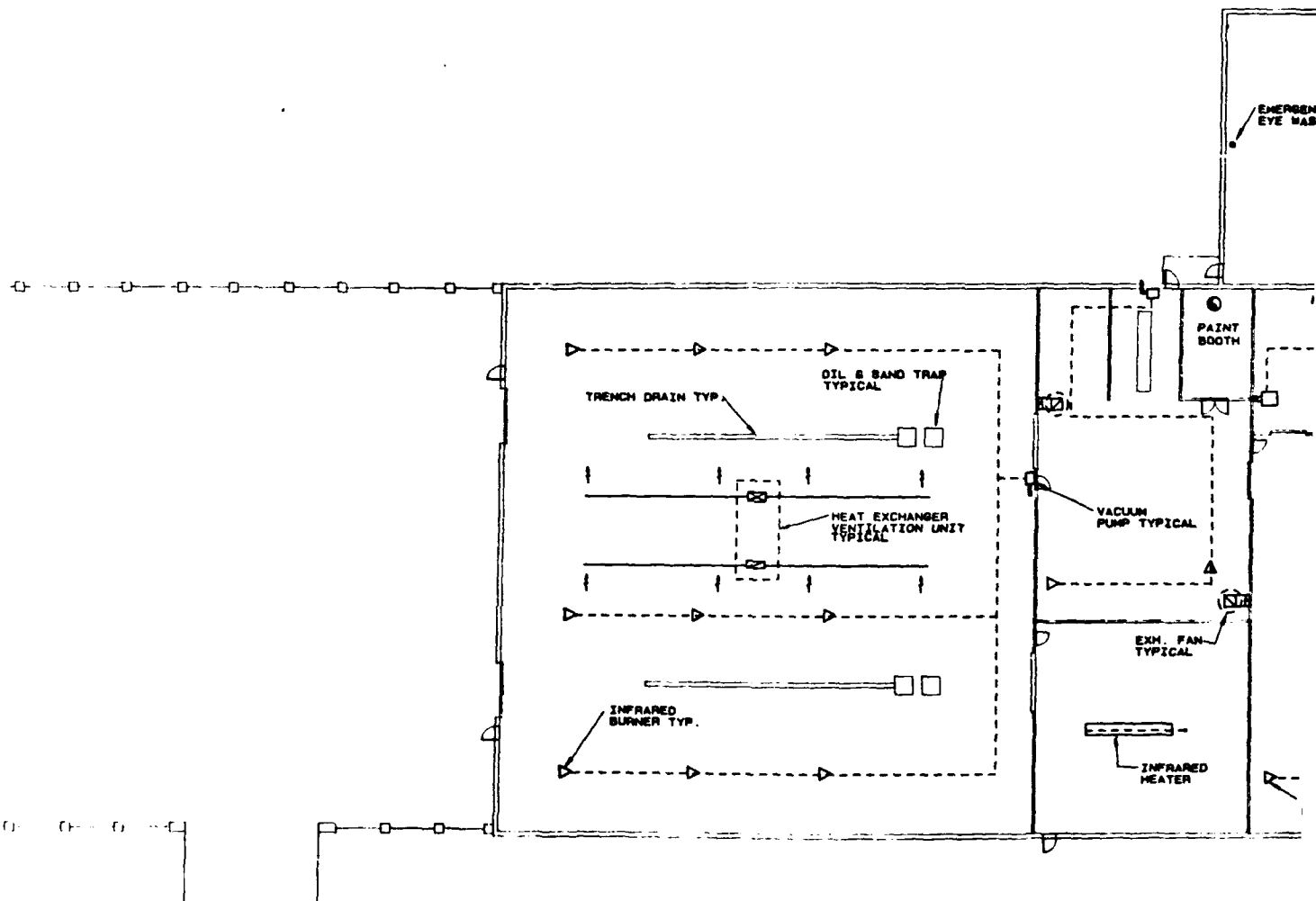


M4



TRAFFIC MAINTENANCE BLDG.

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HVAC & PLUMBING GOLF PARKS BUILDING

SCALE: 1/16" = 1'-0"

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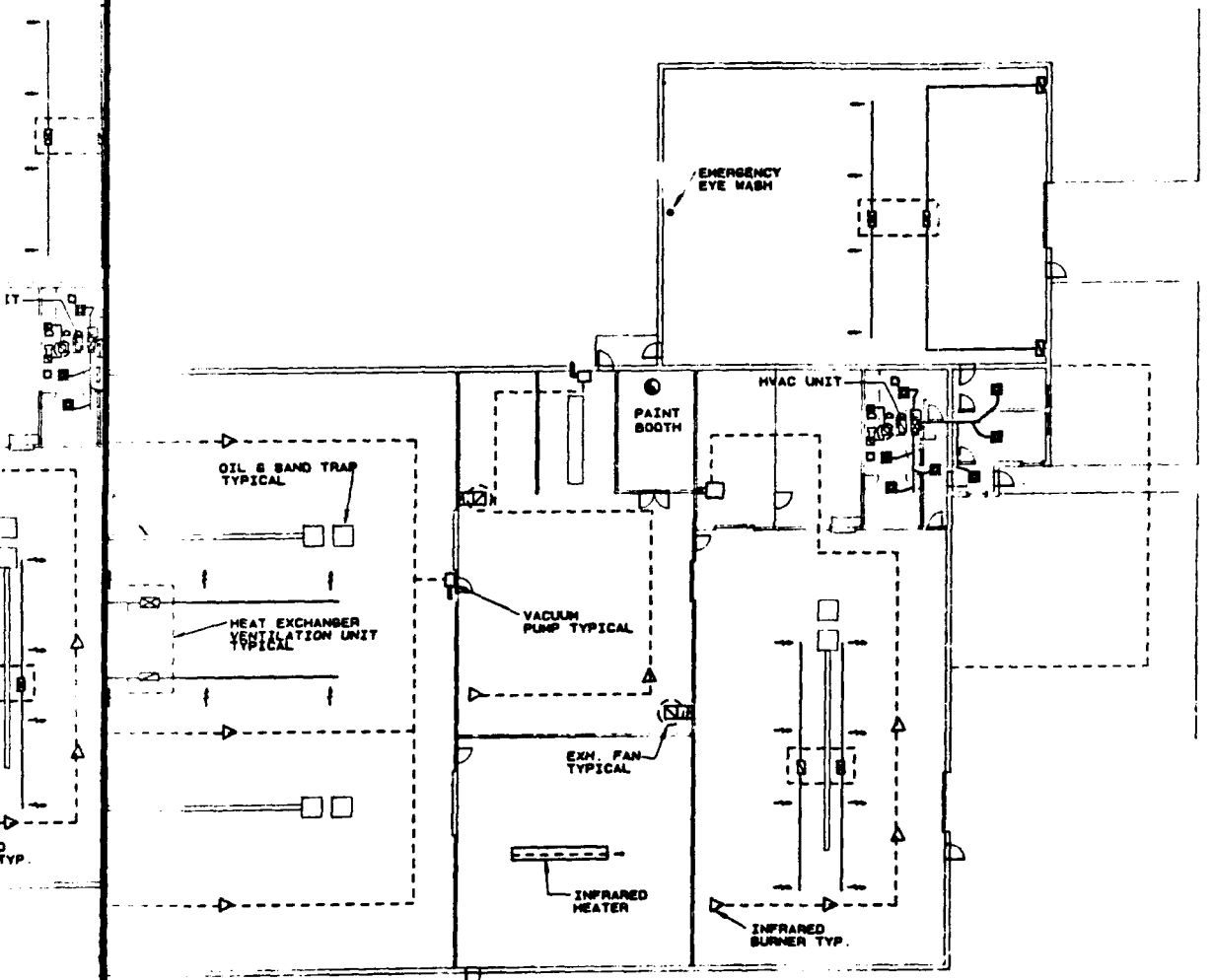


PARKS / GOLF MAINTENANCE
BUILDING
CHEYENNE, WYOMING

2/26/85



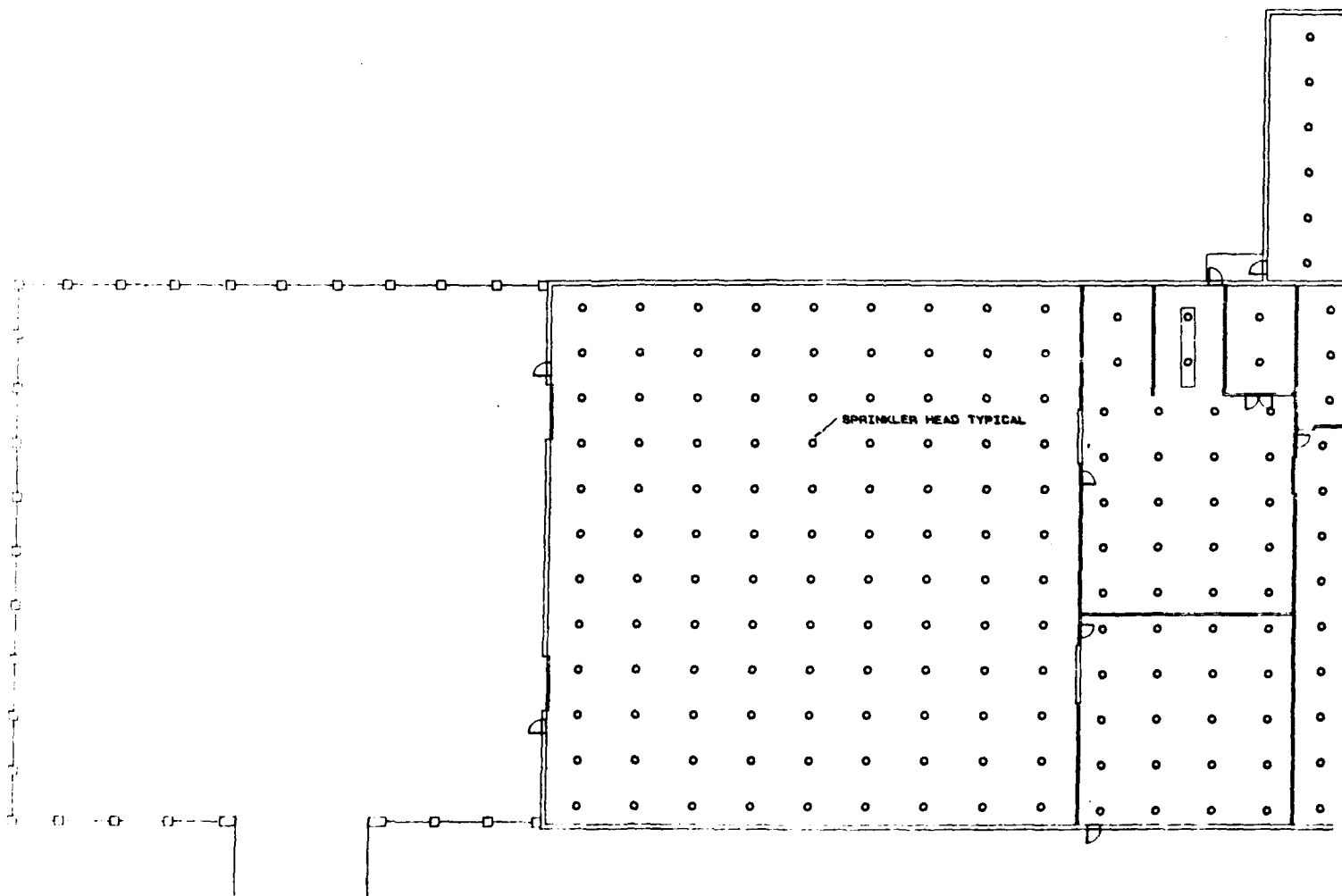
M5



MECHANICAL & PLUMBING
PARKS BUILDING

5' = 1'-0"

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FIRE PROTECTION
GOLF PARKS BUILDING

SCALE: 1/16" = 1'-0"

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M6

SLER HEAD TYPICAL

SECTION
F5 BUILDING
F

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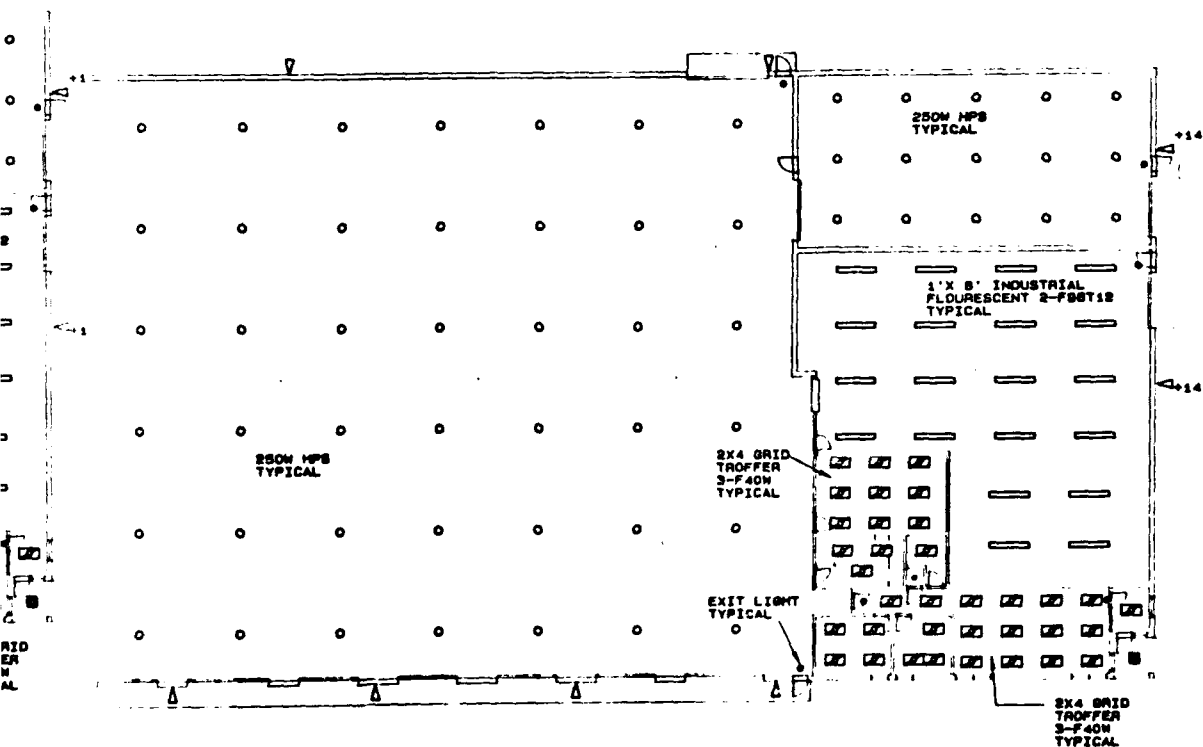
E1

LIGHTING
FLEET MAINTENANCE BUILDING

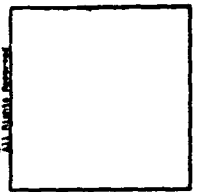
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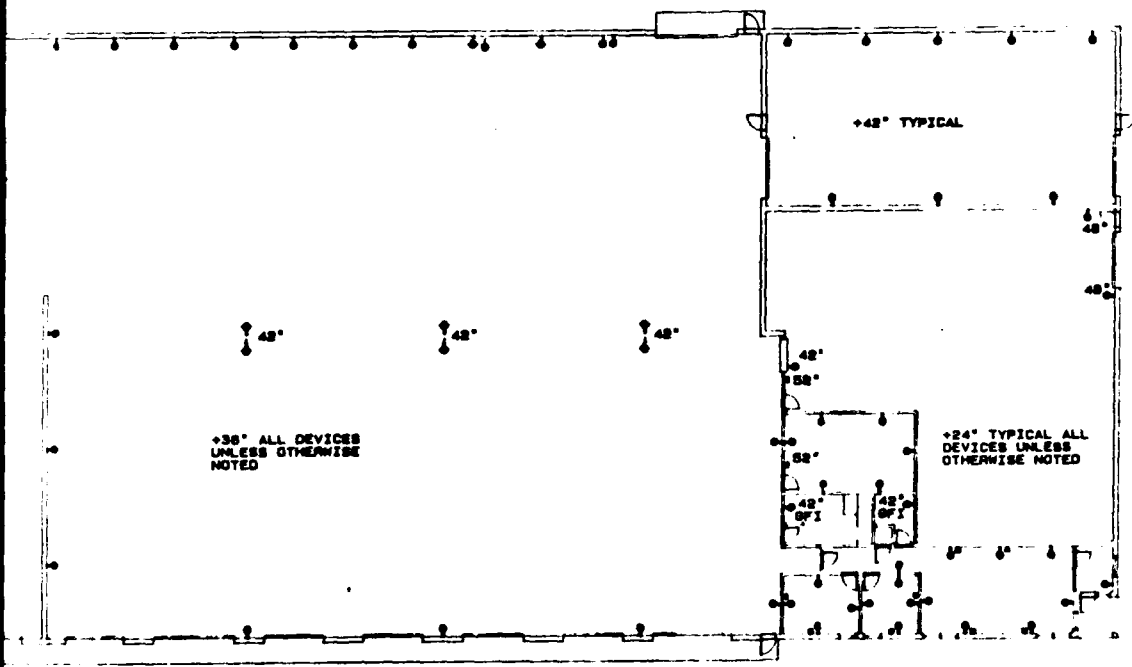


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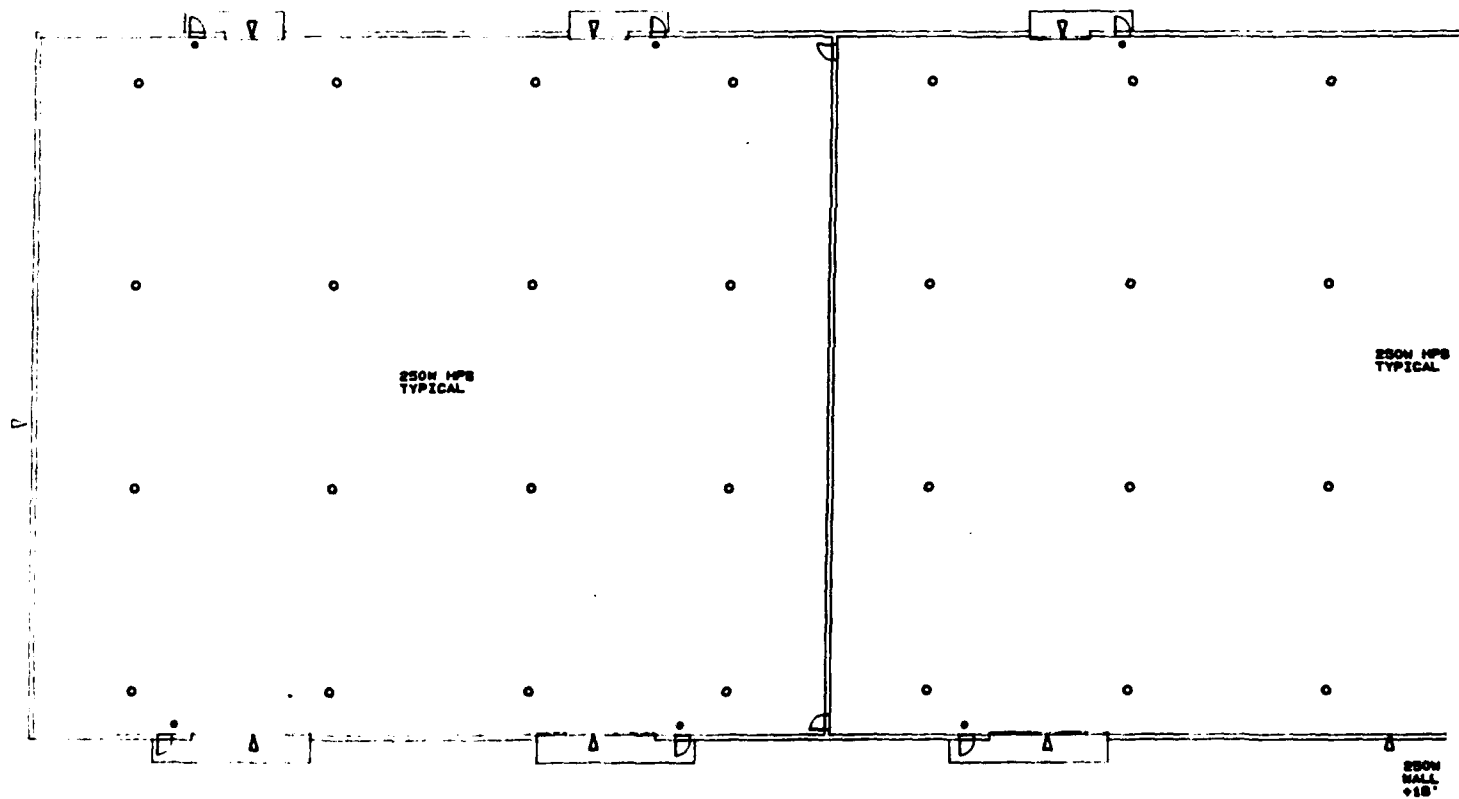
2/26/85
 E2



POWER
FLEET MAINTENANCE BUILDING

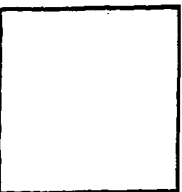
SCALE: 1/16" = 1'-0"

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LIGHTING
STREET & ALLEY, TRAFFIC MA
SCALE: 1/16" = 1'-0"

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 SUPPLEMENTAL SPECIFICATIONS



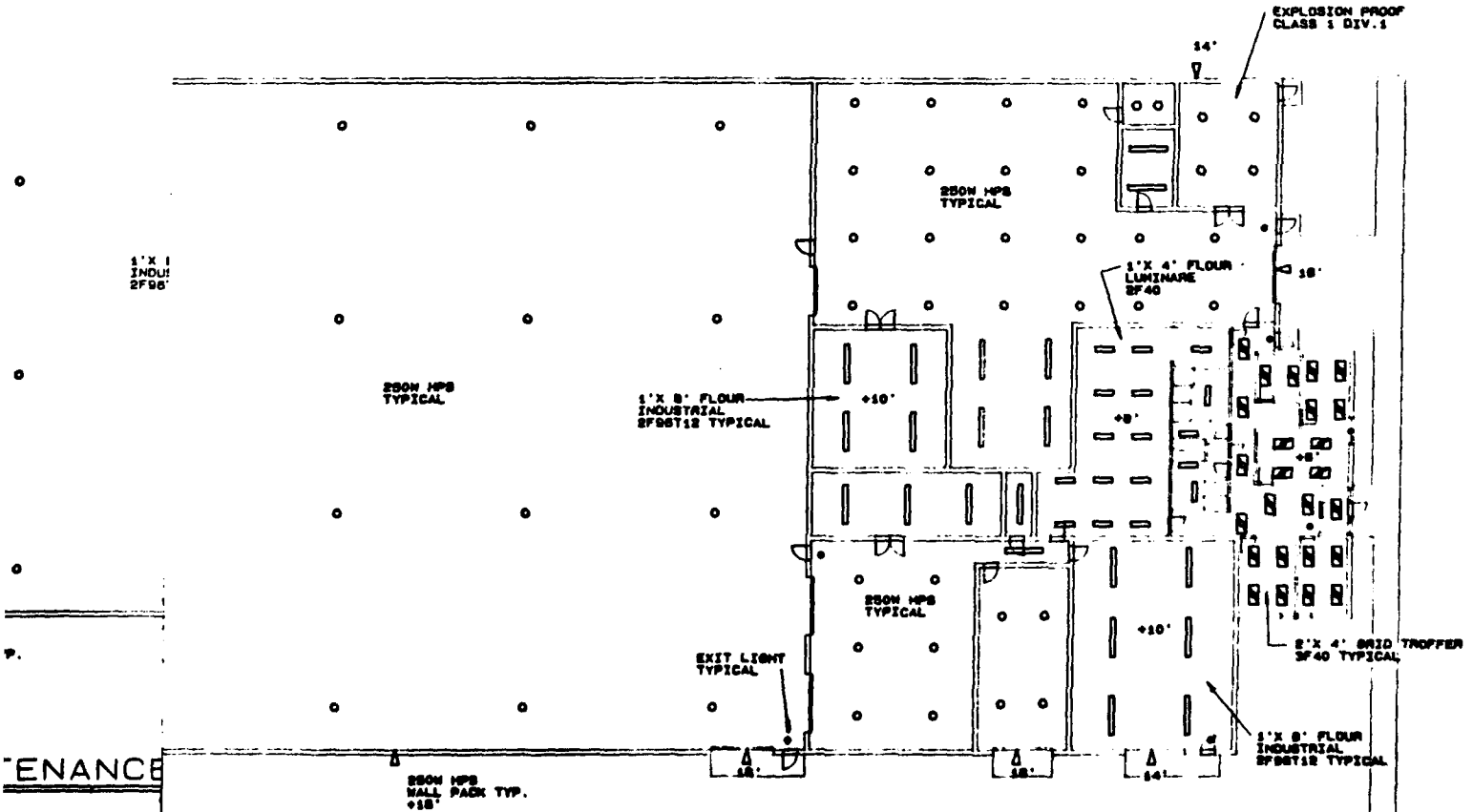
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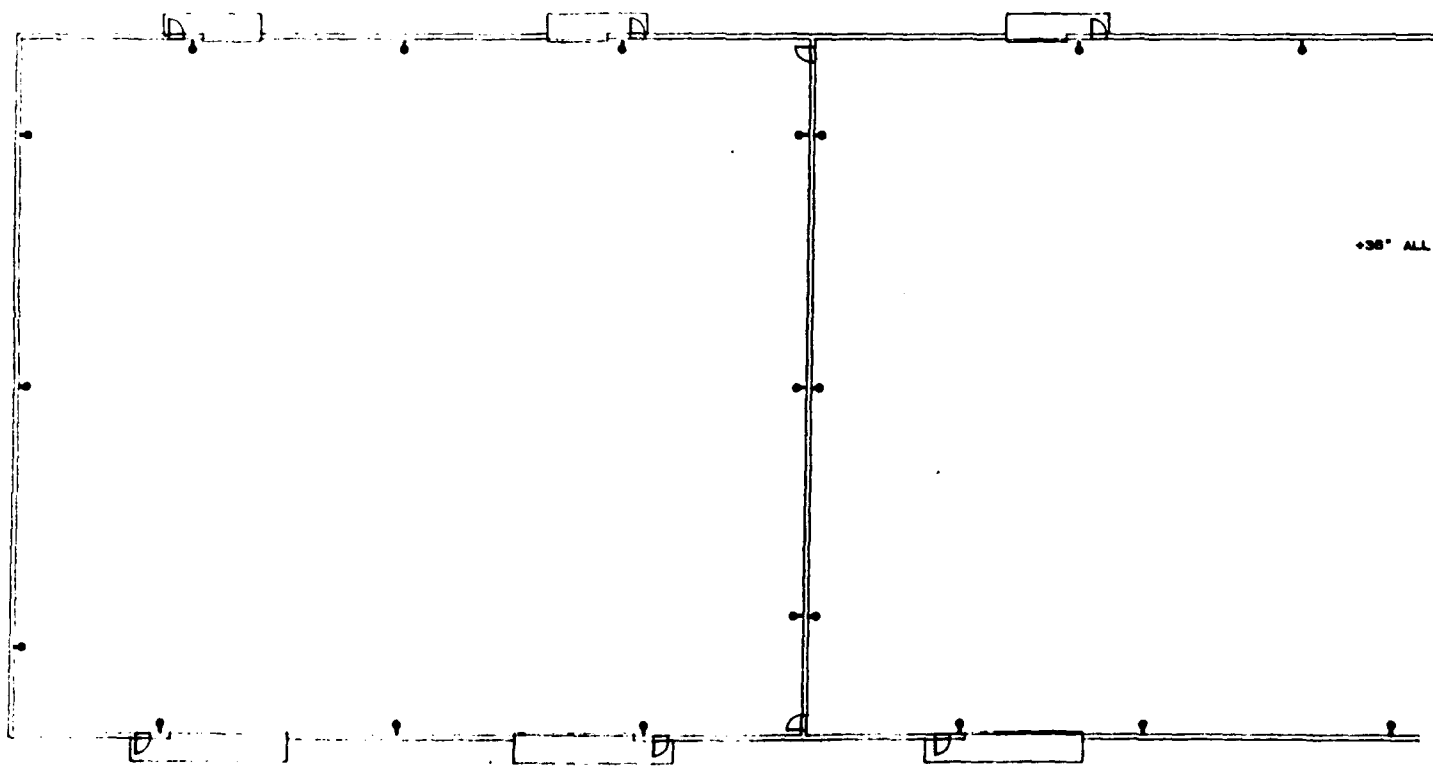
2/26/85

EW



TRAFFIC MAINTENANCE BLDG.

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POWER
STREET & ALLEY, TRAFFIC MA
SCALE: 1/16" = 1'-0"



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CHEYENNE, WYOMING

2/26/88

11

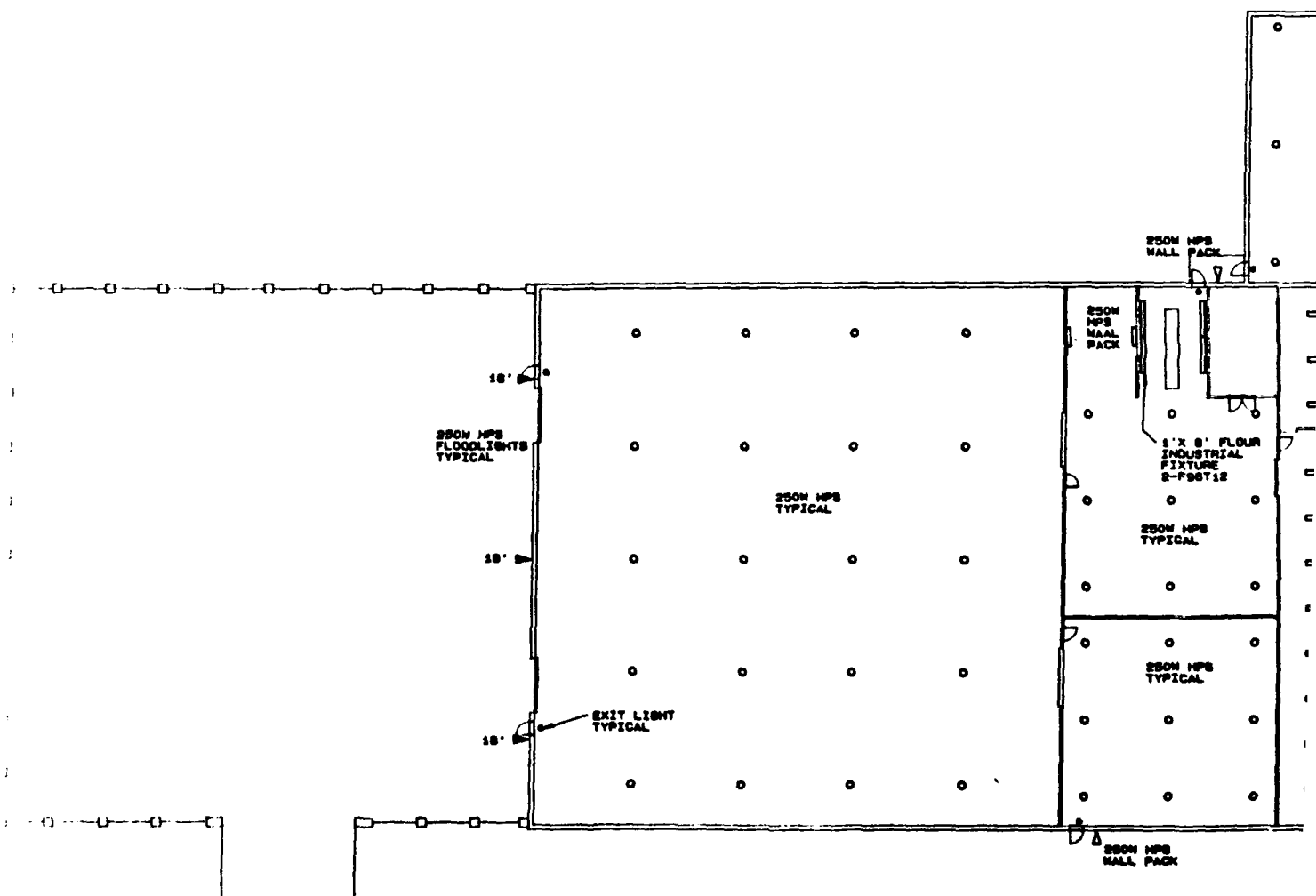
E4



TENANCY TRAFFIC MAINTENANCE BLDG.

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2



LIGHTING
GOLF PARKS BUILDING

SCALE: 1/16" = 1'-0"

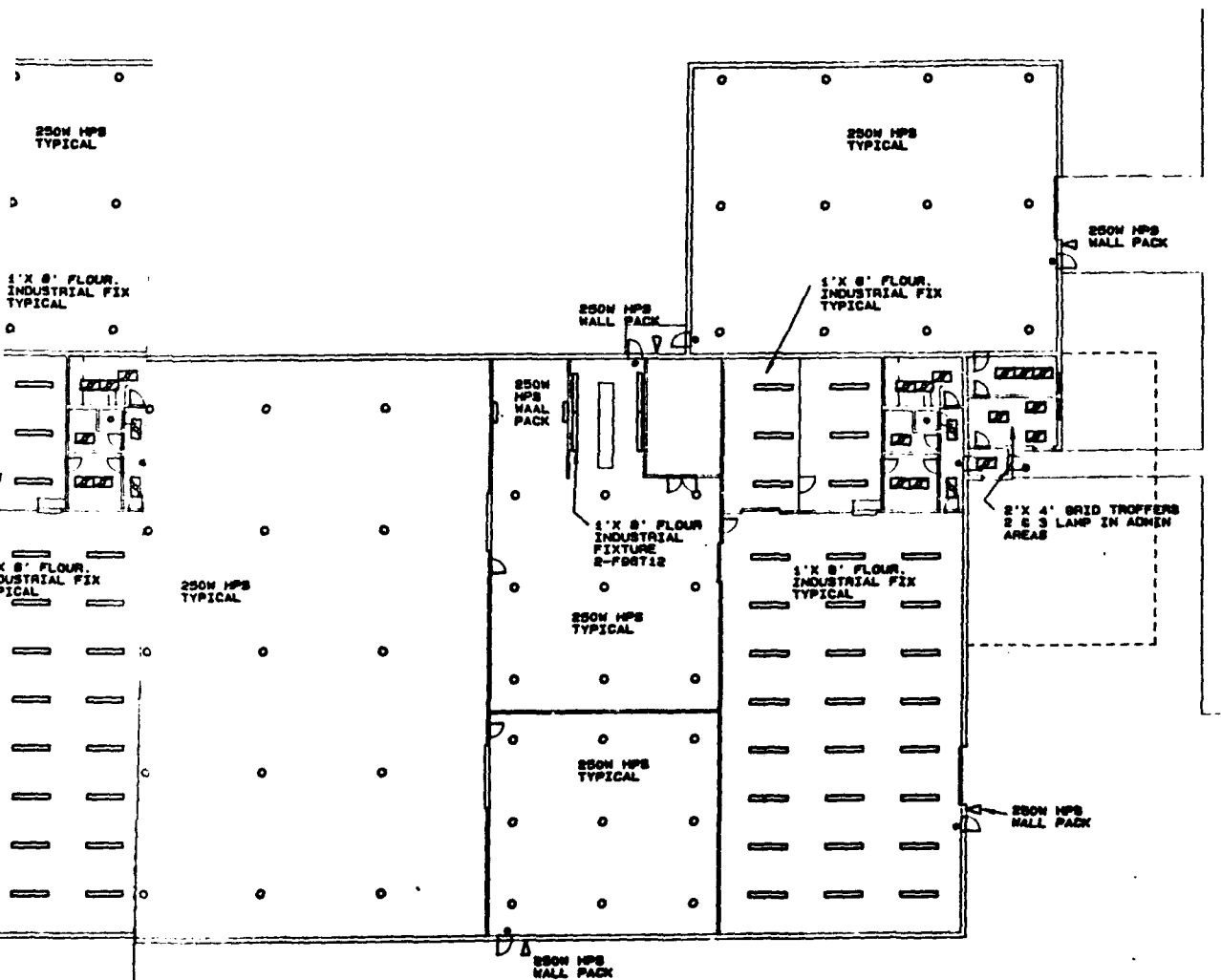
1

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1001 WEST MAIN ST.
CHEYENNE, WYOMING
(307) 635-4578
BARRY G. JOHNSON - OWNER
111201210000

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P.O. BOX 2653
CHEYENNE, WYOMING 82001



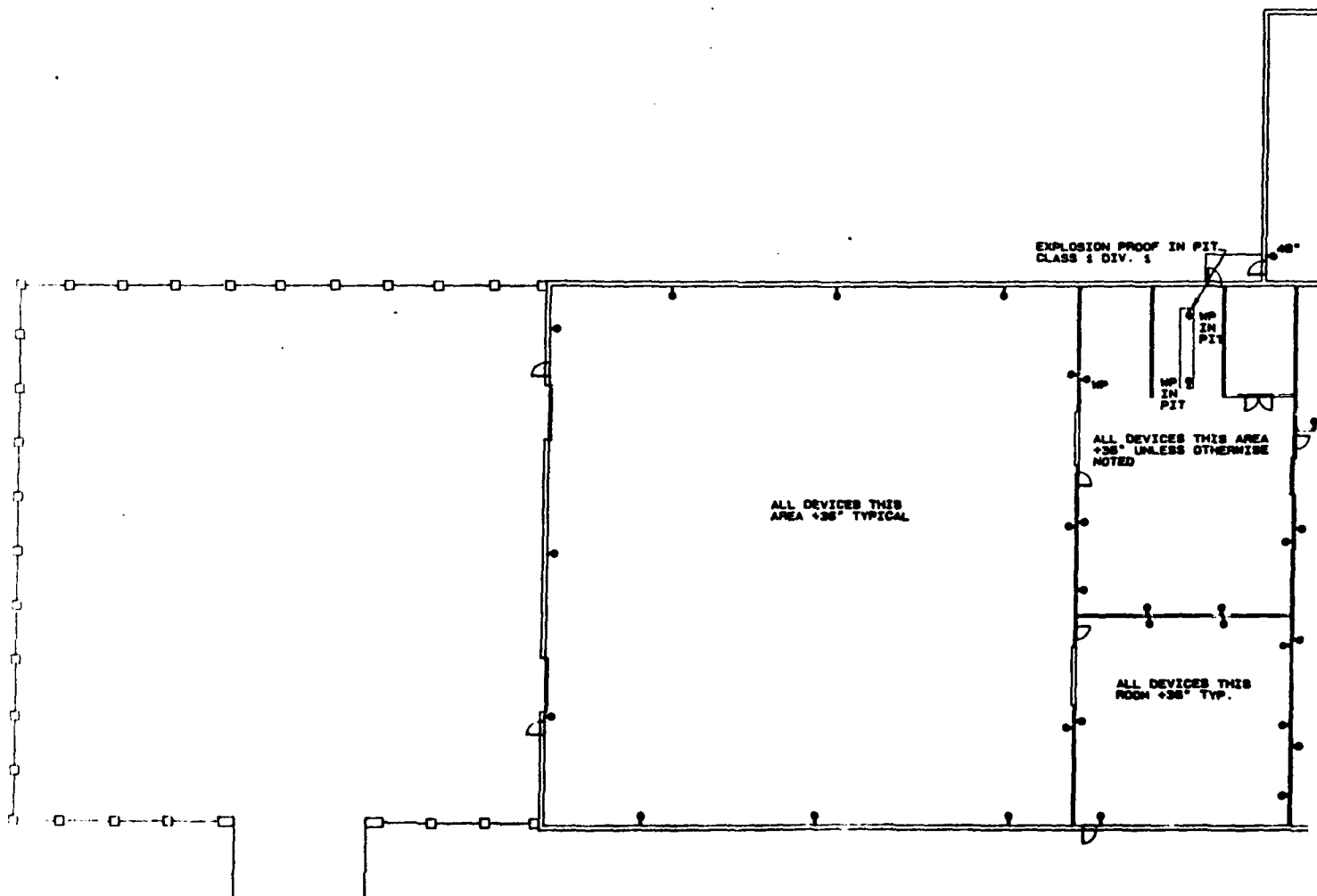
PARKS / GOLF MAINTENANCE
BUILDING
CHEYENNE, WYOMING



PRINTING
FOR
PARKS BUILDING
18" x 1'-0"

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EJ



**POWER
GOLF PARKS BUILDING**

SCALE: 1/16" = 1'-0"

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 100 WEST 10TH STREET
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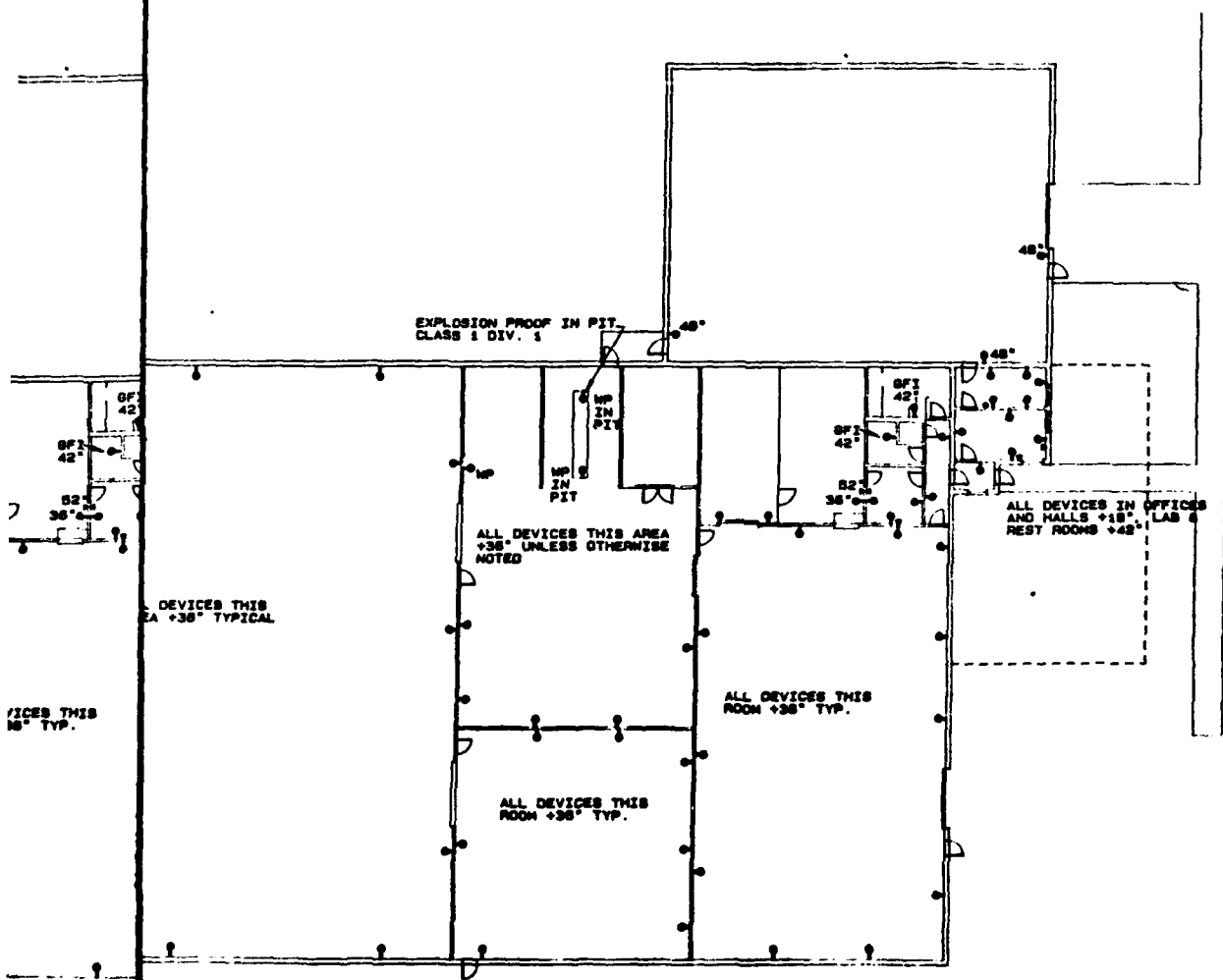


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PARKS / GOLF MAINTENANCE
 BUILDING
 CHEYENNE, WYOMING

2/26/85
 E6



PARKS BUILDING
 1'-0"

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 FEB. 26, 1985

2

DATE 1/21/76
FLEET MAINTENANCE
VEHICLE LIST BY VEHICLE NUMBER

PAGE 1

VEH	LIC NO	YR	MANUFACT	VEH DESC	VIN #	DATE PUR	DEPT	DEPT
1212	C-1015	1965	FORD	PICKUP 1/2 TON	F10CK636756	1/14/69	STREET & ALLEY	12 1-106
1115	C-1373	1976	CHEVROLET	PICKUP 1/2 TON	117647775120484	11/24/77	STREET & ALLEY	12 1-106
3133	NON-LIC	1966	MCCORMICK FARMALL	TRACTOR	133305	1/01/69	STREET & ALLEY	05 1-106
5053	C-249	1965	FORD	24 ⁶ X 7 ⁶ ASPHALT SPRAYER	F7590696074	5/14/69	STREET & ALLEY	02 1-106
5034	C-252	1975	FORD	22 X 2 WATER PUMP 27000 GPM	C67EVW50944	6/19/75	STREET & ALLEY	05 1-106
5061	NON-LIC	1952	LENDI	AIR COMPRESSOR	25X21339	1/11/77	STREET & ALLEY	05 1-106
5062	NON-LIC	1970	RAND-AIR	AIR COMPRESSOR	62121	1/01/70	STREET & ALLEY	05 1-106
5066	NON-LIC	1969	JOECS	17 X 8 ⁶ 4 WHEEL SWEEPER	923	1/01/69	STREET & ALLEY	12 1-106
5077	NON-LIC	1971	CATERPILLAR	GRADER #4 14 FT	10R2005	1/01/71	STREET & ALLEY	05 1-106
5084	NON-LIC	1970	GALION	ROLLER #3 8-10 TON	TH812654084	1/01/70	STREET & ALLEY	05 1-106
5085	NON-LIC	1962	GALTON	ROLLER #4 12 TON	9P1263-52	1/01/62	STREET & ALLEY	05 1-106
5093	NON-LIC	1966	INTERNATIONAL	TRACTOR	CO100	1/01/66	STREET & ALLEY	05 1-106
5095	NON-LIC	1961	DIAMOND	CRUSHER	RP5543	1/01/61	STREET & ALLEY	05 1-106
5100	C-239	1961	WACK	TRACTOR-SEMI	B8263X1098	3/17/52	STREET & ALLEY	02 1-106
5136	NON-LIC	1972	CATERPILLAR	D6C TRACTOR	10K7632	1/01/72	STREET & ALLEY	05 1-106
5137	NON-LIC	1973	ESSICK	VIBRATING ROLLER #6	72180159	1/01/73	STREET & ALLEY	05 1-106
5139	NON-LIC	1973	CEDAR RAPID	ASPH LAYDOWN MACH 4 T	33390	1/01/73	STREET & ALLEY	05 1-106
5151	NON-LIC	1973	BALDERSON	V TYPE SNOW PLOW	7427P	1/01/73	STREET & ALLEY	25 1-106
5152	NON-LIC	1973	MAUSAU W/FORD ENGINE	SNO-BLOWER	7690	1/01/73	STREET & ALLEY	25 1-106
5153	NON-LIC	1973	CATERPILLAR	KUBBER TIRE	990 LORDER 2 1/2 CU Y	81J6349	STREET & ALLEY	05 1-106
5157	NON-LIC	1974	FORD	TRACTOR /LOR .6 CU Y	C421979	1/01/74	STREET & ALLEY	05 1-106
5158	NON-LIC	1974	TERRAIN-KING	MOWER	17884	1/01/74	STREET & ALLEY	10 1-106
5175	NON-LIC	1964	CATERPILLAR	KUBBER TIRE	SKRAPER #4 11 CU YD	385625	STREET & ALLEY	05 1-106
5176	C-70	1974	CHEVROLET	DUMP 10 CU YD	CMH934V156486	1/06/75	STREET & ALLEY	02 1-106
5178	C-771	1974	CHEVROLET	DUMP 10 CU YD	CMH934V163204	1/06/75	STREET & ALLEY	02 1-106
5189	C-1278	1975	FORD	DUMP 10 CU YD	U91VVV88679	2/08/75	STREET & ALLEY	02 1-106
5190	C-1209	1975	FORD	DUMP 10 CU YD	U91VVV88679	2/08/75	STREET & ALLEY	02 1-106

PAGE 2

FLEET MAINTENANCE
VEHICLE LIST BY VEHICLE NUMBER

DATED 1/21/35

VEH#	LIC NO	YR	MANUFACT	VEH DESC	VIN #	DATE PUR	DEPT DESC	DEPT
5191	CTR-94	1974	MILLER	LOWBOY	15372	6/15/73	STREET & ALLEY	04 14106
5193	CTR-43	1966	LOADCRAFT	LOWBOY	CA66325	6/30/76	STREET & ALLEY	04 14106
5195	NON-LIC	1975	ESSICK	VIBRATING ROLLER #2	72495471	1/01/75	STREET & ALLEY	05 14106
5207	C-231	1977	INTERNATIONAL	DUMP & CU YD	005222GHA13907	11/01/76	STREET & ALLEY	02 14106
5208	C-233	1977	INTERNATIONAL	DUMP & CU YD	005222GHA13936	11/01/77	STREET & ALLEY	02 14106
5219	CTR-92	1976	HOMEMADE	W/HELDER	NONE	1/01/76	STREET & ALLEY	04 14106
5222	NON-LIC	1971	BAUSER	POST HOLE DIGGER	011415	1/01/71	STREET & ALLEY	25 14106
5223	CTR-37	1975	HOMEMADE	UTILITY TRLR		1/01/75	STREET & ALLEY	04 14106
5224	NON-LIC	1977	FORD	TRACTOR LOADER	6CU Y WGO5633	9/17/77	STREET & ALLEY	05 14106
5226	C-1104	1978	CHEVROLET	PICKUP 1/2 TON	CCL448J111003	10/28/77	STREET & ALLEY	12 14106
5227	C-939	1978	CHEVROLET	PICKUP 1/2 TON	CCL448J110945	10/28/77	STREET & ALLEY	12 14106
5231	NON-LIC	1978	SWENSON	SANDER #7 SALT SPREAD C321		11/23/77	STREET & ALLEY	25 14106
5232	NON-LIC	1978	SWENSON	SANDER #6 SALT SPREAD 0334		11/23/77	STREET & ALLEY	25 14106
5235	NON-LIC	1978	HI WAY	SANDER #8 6 CU YD	62865	11/30/77	STREET & ALLEY	25 14106
5236	NON-LIC	1978	HENKE	SNOW PLOW #5	771545	12/01/77	STREET & ALLEY	25 14106
5238	C-201	1978	WISMA	3 WHEEL SUPR 3 CU YD	536160	12/28/77	STREET & ALLEY	17 14106
5239	C-1183	1978	FORD	DUMP 3 CU YD	K800V8B1216	1/10/78	STREET & ALLEY	05 14106
5241	C-1617	1978	FORD	DUMP 5 CU YD	K800V8B1217	1/30/78	STREET & ALLEY	02 14106
5242	NON-LIC	1978	WICKMAN	3/5 ROLLER 8-10 TON	18545P311	1/30/78	STREET & ALLEY	05 14106
5243	NON-LIC	1978	GRAVELY	TRACTOR	125874	6/01/78	STREET & ALLEY	05 14106
5245	NON-LIC	1976	GRAVELY	TRACTOR	125858	6/01/75	STREET & ALLEY	06 14106
5246	NON-LIC	1976	WICKMAN	ASPHALT MIXER	125861	6/29/78	STREET & ALLEY	05 14106
5248	NON-LIC	1976	WICKMAN	ASPHALT MIXER (2)	125863	6/29/78	STREET & ALLEY	05 14106
5250	NON-LIC	1978	ESSICK	VIBRATING ROLLER	72804478	9/15/78	STREET & ALLEY	05 14106
5251	NON-LIC	1978	ESSICK	PAVING BREAKER	13592	11/01/78	STREET & ALLEY	25 14106
5253	NON-LIC	1979	HIWAY	SANDER #9 4 CU YD	65800	12/22/78	STREET & ALLEY	25 14106
5255	NON-LIC	1979	HIWAY	SANDER #10 4 YD	65720	12/25/78	STREET & ALLEY	25 14106

FLEET MAINTENANCE
VEHICLE LIST BY VEHICLE NUMBER

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VEH#	LIC NO	VR	MANUFACT	VEH DESC	VIN #	DATE PUR	DEPT DESC	DEPT
5256	NON-LIC	1979	CATERPILLAR	GRADER #4 14 FT	72V3431	1/31/79	STREET & ALLEY	05 14106
5257	NON-LIC	1979	CATERPILLAR	93C LOADER 2 1/4 CU YD	41K5598	2/28/79	STREET & ALLEY	05 1-106
5261	NON-LIC	1979	CASE	VIBROMAX	840052124	3/26/79	STREET & ALLEY	05 1-106
5262	C-1729	1979	FORD	DUMP 5 CU YD	K800VEG6084	3/21/79	STREET & ALLEY	02 14106
5263	C-1730	1979	FORD	DUMP 5 CU YD	K800VEG6083	3/21/79	STREET & ALLEY	02 1-106
5264	NON-LIC	1979	CASE	BACKHOE	6201735	3/28/79	STREET & ALLEY	05 1-106
5266	NON-LIC	1979	INTERNATIONAL	SCRAPER #3 11 CU YD	5420003U015747	4/09/79	STREET & ALLEY	05 1-106
5267	C-1747	1979	FORD	DUMP 4 CU YD	F70AVEG5486	5/17/79	STREET & ALLEY	02 1-106
5269	NON-LIC	1979	CATERPILLAR	LOADER 950 #1 3 CU YD	81J13108	7/23/79	STREET & ALLEY	05 14106
5272	NON-LIC	1978	LITTLE FALLS	SNOW PLOW #7	R044TH78	10/10/79	STREET & ALLEY	25 14106
5274	NON-LIC	1979	HIWAY	SAVER #11 6 CU YD	66338	10/29/79	STREET & ALLEY	25 1-106
5275	NON-LIC	1978	LITTLE FALLS	SNOW PLOW #7	R045TH78	11/08/79	STREET & ALLEY	25 14106
5276	NON-LIC	1979	MASTER	ROLLER # 12-15 TON	C89C50072	11/15/79	STREET & ALLEY	05 1-106
5277	NON-LIC	1979	BURAG	ASPHALT RECYCLER	9A0153	11/13/79	STREET & ALLEY	05 1-106
5278	C-228	1980	FORD	DUMP 5 CU YD	K80UVGH1844	12/19/79	STREET & ALLEY	02 1-106
5279	C-234	1980	FORD	DUMP 5 CU YD	K80UVGH1845	12/19/79	STREET & ALLEY	02 14106
5281	NON-LIC	1978	LITTLE FALLS	SNOW PLOW #8	R047TH78	11/08/79	STREET & ALLEY	25 14106
5289	NON-LIC	1980	ENTYRE	CHIPPER	K4377	3/29/80	STREET & ALLEY	05 14106
5290	NON-LIC	1980	ESSICK	ROLLER #9	82006728	8/14/80	STREET & ALLEY	05 14106
5292	C-226	1981	FORD	PICKUP 172 TON	1F10P15ET8PA05863	9/29/80	STREET & ALLEY	12 14106
5293	NON-LIC	1980	CATERPILLAR	PATROL #3 14 FT	72V04634	10/07/80	STREET & ALLEY	05 14106
5294	NON-LIC	1980	ESSICK	ROLLER #10	82006728	10/21/80	STREET & ALLEY	17 14106
5295	NON-LIC	1980	ESSICK	ROLLER #10	82006726	11/15/80	STREET & ALLEY	05 14106
5302	C-195	1981	ELGIN	DUAL PELICAN 3 CU YD	S-4773 D	2/20/81	STREET & ALLEY	17 14106
5303	C-229	1981	JENKINS	DUAL PELICAN 3 CU YD	S-4918 D	2/21/81	STREET & ALLEY	17 14106
5304	C-229	1981	JENKINS	SWEETSPER	73107	3/12/81	STREET & ALLEY	17 14106
5305	NON-LIC	1981	MILLER ELECTRIC	WELDING/TRAILER	JA391507	2/26/81	STREET & ALLEY	25 14106

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VEH#	LIC NO	YR	MANUFACT	VEH DESC	VIN #	DATE PUR	DEPT DESC	DEPT
5370	C-1155	1984	ELGIN	SWEeper 3 WHEEL	A121D	8/29/84	STREET & ALLEY	17 14106
9053	NON-LIC	0000		MISCELLANEOUS		2/00/00	STREET & ALLEY	00 14106

TOTAL DEPT

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VEHICLE LIST BY VEHICLE NUMBER

DATED 1/21/65

DEPT

DATE PJA DEPT DESC

VIN #

VEH DESC

MANUFACT

YR

VEH LIC NO

TOTAL VEHICLES LISTED 110

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VEHICLE LIST BY VEHICLE NUMBER

DATED 1/21/05

VEND	LIC NO	YR	MANUFACT	VEH DESC	VIN #	DATE PUR	DEPT DESC	SECT
	1011 C-1016	1965	FORD	PICKUP 1/2 TON	F100K636787	1/14/65	TRAFFIC ENGINEERING	12 1-103
	1113 C-1144	1976	CHEVROLET	NOVA 2 DR	1X2708M122703	10/23/77	TRAFFIC ENGINEERING	11 1-103
	5105 C-124	1969	FORD	DUMP 1 1/2 TON	F359KE93581	2/24/69	TRAFFIC ENGINEERING	02 1-103
	5106 C-788	1970	CHEVROLET	PICKUP 3/4 TON	CS230J124736	12/16/69	TRAFFIC ENGINEERING	12 1-103
	5123 NON-LIC	1971	TARGET	CEMENT SAW	EC184AUM1025716	1/01/77	TRAFFIC ENGINEERING	25 1-103
	5133 C-1029	1972	FORD	STREET STRIPER	P35AVN32548	3/16/72	TRAFFIC ENGINEERING	05 1-103
	5150 NON-LIC	1973	BITCH WITCH	TRENCHER	329276	1/01/73	TRAFFIC ENGINEERING	05 1-103
	5154 NON-LIC	1974	LEROI	AIR COMPRESSOR	274203	1/01/74	TRAFFIC ENGINEERING	04 1-103
	5155 NON-LIC	1973	LEROI	PAVING BREAKER	43414	1/01/73	TRAFFIC ENGINEERING	25 1-103
	5156 NON-LIC	1973	LEROI	BACKFILL TAMPER	45877	1/01/73	TRAFFIC ENGINEERING	25 1-103
	5202 C-1071	1975	DOUGE	TOWER 1 TON	031RF55146644	10/21/75	TRAFFIC ENGINEERING	12 1-103
	5206 NON-LIC	1974	DIG-R-MOBILE	POST HOLE DIGGER	130902	1/01/74	TRAFFIC ENGINEERING	25 1-103
	5230 C-221	1978	CHEVROLET	PICKUP 1/2 TON	CCL4485121021	11/09/77	TRAFFIC ENGINEERING	12 1-103
	5283 C-1902	1980	CHEVROLET	UTILITY BOX	CCT234J125858	2/14/80	TRAFFIC ENGINEERING	12 1-103
	5314 C-2182	1980	CHEVROLET	STRIPER 1 TON	CPM32A3304360	8/14/81	TRAFFIC ENGINEERING	02 1-103
	5315 NON-LIC	1979	BELLY CRESWELL	PAINT STRIPER		0/00/79	TRAFFIC ENGINEERING	25 1-103
	5352 C-2482	1983	FORD	TRUCK W/TOWER	1P0KF3T61DPA09748	11/30/82	TRAFFIC ENGINEERING	02 1-103
	5363 C-540	1983	FORD	PICK UP RANGER	RE 1FTCR10A2DVC37511	7/25/83	TRAFFIC ENGINEERING	11 1-103
	9044 NON-LIC			MISCELLANEOUS		0/00/00	TRAFFIC ENGINEERING	00 1-103

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VEHICLE LIST BY VEHICLE NUMBER

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VEHS	LIC NO	YR	MANUFACT	VER DESC	VIN #	DATE PUR	DEPT DESC	DEPT
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TOTAL VEHICLES LISTED 19

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VEHICLE LIST BY VEHICLE NUMBER

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VEH#	LIC NO	YR	MANUFACT	VEH DESC	VIN #	DATE PUR	DEPT DESC	DEPT
1005	C-83	1969	CHEVROLET	SUBURBAN	CS10K2823467	7/16/68	PARKS GENERAL	07 17102
1006	C-709	1970	CHEVROLET	PICKUP 1/2 TON	CS1403121663	11/28/69	PARKS GENERAL	12 17102
1133	C-1654	1979	CHEVROLET	FLEETSIDE PICKUP 1/2	CCD149S122342	11/09/78	PARKS GENERAL	12 17102
1007	C-83	1967	JOHN DEERE	TRACTOR	3397	1/01/70	PARKS GENERAL	08 17102
3030	C-83	1968	CHEVROLET	PICKUP 1/2 TON	CS1485216720	7/30/68	PARKS GENERAL	12 17102
3031	CO-57	1952	WILLIS	JEEP	106355133433	11/07/68	PARKS GENERAL	09 17102
3048	NON-LIC	1959	JOHN DEERE	TRACTOR	117586	9/25/58	PARKS GENERAL	08 17102
3133	C-1025	1972	INTERNATIONAL	PICKUP 3/4 TON	B13208H233783	12/28/71	PARKS GENERAL	12 17102
3139	CO-39	1951	DODGE	PICKUP 4x4 3/4 TON	8001894	7/13/73	PARKS GENERAL	12 17102
3140	C-522	1972	FORD	HI-RANGER W/BUCKET	F610V461159	17/28/74	PARKS GENERAL	02 17102
3142	C-1282	1976	CHEVROLET	PICKUP 1/2 TON	CCL146F310228	9/30/75	PARKS GENERAL	12 17102
3144	CTR-130	1963	HOMER MADE	UTILITY	56868W	2/06/63	PARKS GENERAL	04 17102
3145	CTRL-64	1967	HOMER MADE	TRAILER	NONE	1/01/67	PARKS GENERAL	04 17102
3146	CTRL-65	1967	HOMER MADE	TRAILER	NONE	1/01/67	PARKS GENERAL	04 17102
3147	CTRL-64	1967	HOMER MADE	UTILITY	58432W	3/16/67	PARKS GENERAL	04 17102
3148	NON-LIC	1972	HOMER MADE	TRAILER	NONE	1/01/72	PARKS GENERAL	04 17102
3149	NON-LIC	1960	JOHN REAN	SPRAYER	J66563	1/01/60	PARKS GENERAL	06 17102
3150	NON-LIC	1973	ESSICK	CONCRETE MIXER	NONE	1/01/73	PARKS GENERAL	05 17102
3152	NON-LIC	1979	ROGERS	LAWN SWEEPER	1002TC	1/01/79	PARKS GENERAL	06 17102
3153	NON-LIC	1975	ROGERS	LAWN SWEEPER	29600	1/01/75	PARKS GENERAL	06 17102
3155	NON-LIC	1975	FORD	60 INCH MOWER	NONE	1/01/75	PARKS GENERAL	06 17102
3157	NON-LIC	1979	MUSTER	60 INCH MOWER	3339337	1/01/79	PARKS GENERAL	06 17102
3159	NON-LIC	1970	VALDC	60 INCH MOWER	348149	1/01/70	PARKS GENERAL	06 17102
3161	NON-LIC	1970	JACOBSEN	60 INCH MOWER	1635	1/01/70	PARKS GENERAL	06 17102
3162	NON-LIC	1969	ROGERS	3 WHEEL	1799	1/01/69	PARKS GENERAL	06 17102
3163	NON-LIC	1969	ROGERS	3 WHEEL	1790	1/01/69	PARKS GENERAL	06 17102

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VEHICLE LIST BY VEHICLE NUMBER

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VEH	LIC NO	YR	MANUFACT	VEH DESC	VIN #	DATE PUR	DEPT DESC	DEPT
3165	NON-LIC	1970	RODGERS	3 WHEEL CART	1795	1/01/70PARKS GENERAL		09 17102
3165	NON-LIC	1970	RODGERS	3 WHEEL CART	1797	1/01/70PARKS GENERAL		09 17102
3167	CD-40	1966	FORD	PICKUP 3/4 TON	F25AE47874	9/21/76PARKS GENERAL		12 17102
3174	C-1430	1977	CHEVROLET	PICKUP 1/2 TON	CCL447F356256	12/07/76PARKS GENERAL		12 17102
3175	C-1399	1977	CHEVROLET	PICKUP 1/2 TON	CCL447F356255	12/07/76PARKS GENERAL		12 17102
3176	C-1399	1977	CHEVROLET	PICKUP 1/2 TON	CCL447F356251	12/07/76PARKS GENERAL		12 17102
3177	NON-LIC	1973	CASE	TRACTOR W/LOADER	5270131	1/01/85PARKS GENERAL		05 17102
3182	NON-LIC	1972	MOWARD	ROTO TILLER	6294627	1/01/72PARKS GENERAL		06 17102
3208	NON-LIC	1970	JACOBSEN	TRACTOR	5879	1/01/70PARKS GENERAL		06 17102
3221	NON-LIC	1977	VERVEER	TREE SPADE	TS44A2538	5/27/77PARKS GENERAL		06 17102
3222	NON-LIC	1977	CASE	TRACTOR W/LOADER	11C1309	5/17/77PARKS GENERAL		05 17102
3225	C-222	1978	CHEVROLET	PICKUP 1/2 TON	CCL448F336653	11/09/77PARKS GENERAL		12 17102
3225	C-225	1978	CHEVROLET	PICKUP 1/2 TON	CCL448F336654	11/12/77PARKS GENERAL		12 17102
3229	NON-LIC	1978	MISTLER	MOWER	4777012	3/17/75PARKS GENERAL		06 17102
3235	NON-LIC	1979	FORD	FRONTEND LOADER .6 CU C565510		1/31/79PARKS GENERAL		05 17102
3236	LIK-131	1978	TILT DECK TRAILER 13'x7'x4'	UTILITY TRAILER	08/97924	3/19/79PARKS GENERAL		04 17102
3238	NON-LIC	1979	BOBCAT	61IN RIDING MOWER	J1610262	7/12/79PARKS GENERAL		06 17102
3244	NON-LIC	1979	TORO	WORKMASTER CART	90336	9/16/79PARKS GENERAL		09 17102
3245	NON-LIC	1979	TORO	WORKMASTER CART	90332	9/16/79PARKS GENERAL		09 17102
3246	NON-LIC	1979	INGERSALL	AIR COMPRESSOR	111438079919	10/10/79PARKS GENERAL		05 17102
3248	NON-LIC	1979	VERVEER	STUMP CHIPPER 10000GV	5817764	1/15/80PARKS GENERAL		05 17102
3252	NON-LIC	1980	TORO	SPREADER MASTER 72	01441	8/27/80PARKS GENERAL		06 17102
3253	NON-LIC	1980	FORD	TRACTOR 1700	U7C2393	5/19/80PARKS GENERAL		08 17102
3261	C-1572	1968	JEEP KAISER	DISPATCHER 100	8513-54183	11/07/80PARKS GENERAL		09 17102
3262	C-1531	1968	JEEP KAISER	DISPATCHER 100	8513-54577	11/07/80PARKS GENERAL		09 17102
3263	C-1791	1968	JEEP KAISER	DISPATCHER 100	8513-54275	11/07/80PARKS GENERAL		09 17102

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VEH#	LIC NO	YR	MANUFACT	VEH DESC	VIN #	DATE PUR	DEPT DESC	DEPT
3264	C-2047	1984	JEEP RAISER	DISPATCHER 100	8813-54982	11/01/80	PARKS GENERAL	09 17102
3265	NON-LIC	1980	TORO	GROUND MASTER MOWER	01837	12/26/80	PARKS GENERAL	06 17102
3271	NON-LIC	1981	OLATHE	LAWN SWEEPER	480308	1/26/81	PARKS GENERAL	06 17102
3272	NON-LIC	1981	TORO	WORKMASTER CART	55553	7/7/80	PARKS GENERAL	09 17102
3293	NON-LIC	1981	TORO	WORKMASTER CART	08326-00202	7/23/81	PARKS GENERAL	09 17102
3294	NON-LIC	1981	TORO	WORKMASTER CART	08326-00199	7/23/81	PARKS GENERAL	09 17102
3295	NON-LIC	1981	TORO	WORKMASTER CART	08326-00199	7/23/81	PARKS GENERAL	09 17102
3296	NON-LIC	1981	TORO	WORKMASTER CART	08326-00199	7/23/81	PARKS GENERAL	09 17102
3297	NON-LIC	1981	TORO	WORKMASTER CART	08326-00199	7/23/81	PARKS GENERAL	09 17102
3298	NON-LIC	1981	TORO	WORKMASTER CART	08326-00199	7/23/81	PARKS GENERAL	09 17102
3299	CTRL-79	1981	MAXEY	FLATBED TRLR 18 FT	T-81-MMC-1605	9/16/81	PARKS GENERAL	04 17102
3300	NON-LIC	1978	RYAN	AERATOR-RENOBATERE	72112	9/25/78	PARKS GENERAL	06 17102
3309	C-82	1982	CHEVROLET	DUMP TRUCK 1 TON	1G3HC3419CJ116085	1/05/82	PARKS GENERAL	02 17102
3310	C-223	1982	FORD	4X4 PICK UP 3/4 TON	1FTEF26F4CPA46373	4/26/82	PARKS GENERAL	12 17102
3311	NON-LIC	1982	CASE	TL100 TRENCHER	1213445	6/02/82	PARKS GENERAL	06 17102
3312	NON-LIC	1982	TORO	GROUNDMASTER 72	3C78C-2C012	7/16/82	PARKS GENERAL	08 17102
3313	NON-LIC	1982	TORO	WORKMASTER CART	08326-00181	7/16/82	PARKS GENERAL	06 17102
3319	C-1636	1980	FORD	PICK UP 4X4 3/4 TON	F26ZPGH3404	5/13/82	PARKS GENERAL	12 17102
3319	NON-LIC	1982	VERMEER	BRUSH CHIPPER	546	5/05/82	PARKS GENERAL	06 17102
3320	CTRL-35	1993	MAXEY	TRAILER MODEL S-10-1	T-MMC-1792	3/29/83	PARKS GENERAL	04 17102
3321	CTRL-36	1983	MAXEY	TRAILER MODEL S-10-1	T-MMC-1798	3/29/83	PARKS GENERAL	04 17102
3322	C-224	1983	FORD	PICK UP F100	1FTEF26F4CPA46373	9/29/83	PARKS GENERAL	12 17102
3323	C-68	1983	DODGE	PICK UP SWEPTLINE	1B7FD14T50S5Q12C9	10/04/83	PARKS GENERAL	12 17102
3325	NON-LIC	1983	SEARS	SNO BLOWER	536-918800	12/02/83	PARKS GENERAL	06 17102
3328	CTRL-41	1984	MAXEY	FLAT BED	S-17574-W	2/01/84	PARKS GENERAL	04 17102
3329		1984	SEARS	ROTOPTILLER	0293405186	4/26/84	PARKS GENERAL	06 17102
3330	C-789	1984	DODGE	PICK UP 1/2 TON	1B7FD14H1E5321738	7/10/84	PARKS GENERAL	11 17102
3333	C-787	1982	FORD	PICK UP F-150	1FTEF26F4CPA46373	8/29/84	PARKS GENERAL	12 17102
3336		1984	MAXEY	AIR TANK TRLR	18380	10/16/84	PARKS GENERAL	04 17102

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VEH# LIC NO YR MANUFACT VEH DESC VIN # DATE PUR DEPT DESC DEPT

5199 C-126 1970 FORD 21'x9' 2-10-60 601BKF72249 PICKUP 172 TON 12/04/80 PARKS GENERAL 02 17102

5199 C-126 1970 CHEVROLET 17'x10' 10/31/75 PARKS GENERAL 12/04/80 PARKS GENERAL 12 17102

5199 C-126 1970 CHEVROLET 17'x10' 10/31/75 PARKS GENERAL 12/04/80 PARKS GENERAL 12 17102

5199 C-126 1970 CHEVROLET 17'x10' 10/31/75 PARKS GENERAL 12/04/80 PARKS GENERAL 12 17102

5199 C-126 1970 CHEVROLET 17'x10' 10/31/75 PARKS GENERAL 12/04/80 PARKS GENERAL 12 17102

5199 C-126 1970 CHEVROLET 17'x10' 10/31/75 PARKS GENERAL 12/04/80 PARKS GENERAL 12 17102

5199 C-126 1970 CHEVROLET 17'x10' 10/31/75 PARKS GENERAL 12/04/80 PARKS GENERAL 12 17102

5199 C-126 1970 CHEVROLET 17'x10' 10/31/75 PARKS GENERAL 12/04/80 PARKS GENERAL 12 17102

5199 C-126 1970 CHEVROLET 17'x10' 10/31/75 PARKS GENERAL 12/04/80 PARKS GENERAL 12 17102

5199 C-126 1970 CHEVROLET 17'x10' 10/31/75 PARKS GENERAL 12/04/80 PARKS GENERAL 12 17102

5199 C-126 1970 CHEVROLET 17'x10' 10/31/75 PARKS GENERAL 12/04/80 PARKS GENERAL 12 17102

5199 C-126 1970 CHEVROLET 17'x10' 10/31/75 PARKS GENERAL 12/04/80 PARKS GENERAL 12 17102

5199 C-126 1970 CHEVROLET 17'x10' 10/31/75 PARKS GENERAL 12/04/80 PARKS GENERAL 12 17102

5199 C-126 1970 CHEVROLET 17'x10' 10/31/75 PARKS GENERAL 12/04/80 PARKS GENERAL 12 17102

5199 C-126 1970 CHEVROLET 17'x10' 10/31/75 PARKS GENERAL 12/04/80 PARKS GENERAL 12 17102

5199 C-126 1970 CHEVROLET 17'x10' 10/31/75 PARKS GENERAL 12/04/80 PARKS GENERAL 12 17102

5199 C-126 1970 CHEVROLET 17'x10' 10/31/75 PARKS GENERAL 12/04/80 PARKS GENERAL 12 17102

5199 C-126 1970 CHEVROLET 17'x10' 10/31/75 PARKS GENERAL 12/04/80 PARKS GENERAL 12 17102

5199 C-126 1970 CHEVROLET 17'x10' 10/31/75 PARKS GENERAL 12/04/80 PARKS GENERAL 12 17102

5199 C-126 1970 CHEVROLET 17'x10' 10/31/75 PARKS GENERAL 12/04/80 PARKS GENERAL 12 17102

5199 C-126 1970 CHEVROLET 17'x10' 10/31/75 PARKS GENERAL 12/04/80 PARKS GENERAL 12 17102

5199 C-126 1970 CHEVROLET 17'x10' 10/31/75 PARKS GENERAL 12/04/80 PARKS GENERAL 12 17102

5199 C-126 1970 CHEVROLET 17'x10' 10/31/75 PARKS GENERAL 12/04/80 PARKS GENERAL 12 17102

5199 C-126 1970 CHEVROLET 17'x10' 10/31/75 PARKS GENERAL 12/04/80 PARKS GENERAL 12 17102

5199 C-126 1970 CHEVROLET 17'x10' 10/31/75 PARKS GENERAL 12/04/80 PARKS GENERAL 12 17102

5199 C-126 1970 CHEVROLET 17'x10' 10/31/75 PARKS GENERAL 12/04/80 PARKS GENERAL 12 17102

5199 C-126 1970 CHEVROLET 17'x10' 10/31/75 PARKS GENERAL 12/04/80 PARKS GENERAL 12 17102

5199 C-126 1970 CHEVROLET 17'x10' 10/31/75 PARKS GENERAL 12/04/80 PARKS GENERAL 12 17102

5199 C-126 1970 CHEVROLET 17'x10' 10/31/75 PARKS GENERAL 12/04/80 PARKS GENERAL 12 17102

3-6'x6' attachments to Tom Roundabouts
Need Stand Four Round

2-6'x8' " to the the Van Around

29 hand mowers 2'x2'

Fertilizer Spreader 14'x8'

(14' doors, 16' ceiling)

PAGE 5

FLEET MAINTENANCE
VEHICLE LIST BY VEHICLE NUMBER

DATED 1/21/95

DEPT

DATE PUR DEPT DESC

VIN #

VEH DESC

MANUFACT

YR

LIC NO

VEH#

TOTAL VEHICLES LISTED: 80

PAGE 1

FLEET MAINTENANCE
VEHICLE LIST BY VEHICLE NUMBER

DATED 1/21/65

VEH#	LIC NO	YR	MANUFACT	VEH DESC	VIN #	DATE PUR	DEPT DESC	DEPT
1008	C-900	1970	CHEVROLET	PICKUP 1/2 TON	CS140J121488	11/28/63	GOLF COURSES	12 17103
3017	CTRL-40	1961	HOMEMADE	UTILITY	35421	1/01/61	GOLF COURSES	04 17103
3018	60-37	1950	INTERNATIONAL	WATER WAGON/500 GAL	A1065	9/01/57	GOLF COURSES	02 17103
3019	CTRL-34	1965	HOMEMADE	UTILITY	35432	1/01/65	GOLF COURSES	04 17103
3067	NON-LIC	1967	FORD	TRACTOR W/NUMBER 7 GAH	37C13-7C354	3/21/67	GOLF COURSES	06 17103
3135	C-1340	1972	INTERNATIONAL	PICK UP 1/2 TON	B13C5M3C6793	6/14/72	GOLF COURSES	12 17103
3136	NON-LIC	1947	FORD	TRACTOR	NONE	1/01/47	GOLF COURSES	08 17103
3168	CTRL-44	1961	HOMEMADE	UTILITY	NONE	7/13/52	GOLF COURSES	04 17103
3171	CTRL-72	1972	HOMEMADE	UTILITY	35443	1/01/72	GOLF COURSES	04 17103
3178	NON-LIC	1974	CALDWELL	MOWER 10'	1672	1/01/74	GOLF COURSES	06 17103
3179	NON-LIC	0000	HOMEMADE	TRACTOR	NONE	3/05/74	GOLF COURSES	05 17103
3180	CTRL-93	1963	HOMEMADE	UTILITY	35454	1/01/63	GOLF COURSES	04 17103
3181	NON-LIC	1976	FORD	60 INCH MOWER	60119	1/01/76	GOLF COURSES	06 17103
3183	NON-LIC	1974	JACOBSEN	GREEN KING 1	2153	1/01/74	GOLF COURSES	06 17103
3184	NON-LIC	1974	RAYAN	GREEN AIRE	52012	1/01/74	GOLF COURSES	06 17103
3185	NON-LIC	1974	JACOBSEN	GREEN KING 2	2480	1/01/74	GOLF COURSES	06 17103
3186	NON-LIC	1968	JACOBSEN	TURF KING TEE TOPPER	14958	1/01/68	GOLF COURSES	06 17103
3187	NON-LIC	1963	MYERS	SPRAYER 100 GAL	649-C	1/01/63	GOLF COURSES	06 17103
3189	NON-LIC	1964	RAYAN	SOD CUTTER	12682	1/01/66	GOLF COURSES	06 17103
3193	NON-LIC	1971	MOVER	GREEN SWEeper	42-71-511	1/01/71	GOLF COURSES	06 17103
3191	NON-LIC	1969	ROGERS	SWEOPER	28850	1/01/69	GOLF COURSES	06 17103
3192	NON-LIC	1971	ROGERS	GOLF CART	1793	0/00/00	GOLF COURSES	06 17103
3193	NON-LIC	1969	ROGERS	GOLF CART	1798	0/00/00	GOLF COURSES	06 17103
3194	NON-LIC	1971	ROGERS	GOLF CART	2250	1/01/71	GOLF COURSES	09 17103
3195	NON-LIC	1968	ROGERS	GOLF CART	1794	1/01/68	GOLF COURSES	06 17103
3196	NON-LIC	1974	GRAVELLY	TRACTOR W/SNOW BLOWER	00585A	1/01/74	GOLF COURSES	06 17103
3198	NON-LIC	1971	METE MATIC	TOP DRESSER	172274	1/01/71	GOLF COURSES	06 17103

FLEET MAINTENANCE
VEHICLE LIST BY VEHICLE NUMBER

VEH#	LIC NO	YR	MANUFACT	VEH DESC	VIN #	DATE PUR	DEPT DESC	DEPT
3200	NON-LIC	1955	VIRIN	60 INCH SEEDER	GS757029	1/01/55	GOLF COURSES	06 17103
3201	NON-LIC	1960	ROGERS	509 VERTER	21533	1/01/60	GOLF COURSES	06 17103
3203	NON-LIC	1976	ROYER	GRINDER TRASH AWAY	262-75-279	1/01/76	GOLF COURSES	06 17103
3207	NON-LIC	1968	JACOBSEN	TURF KING TEE TOPPER	67602-14558	1/01/68	GOLF COURSES	06 17103
3224	C-1582	1976	CHEVROLET	PICKUP 1/2 TON	CLL448F336637	11/09/77	GOLF COURSES	12 17103
3227	C-907	1978	FORD	DUMP 1 TON	F37HRBC1740	2/22/78	GOLF COURSES	02 17103
3228	NON-LIC	1975	HOME MADE	SPRAYER	NONE	1/01/75	GOLF COURSES	06 17103
3231	NON-LIC	1979	GRAVELY	TRACTOR W/SNO-BLOWER	335758	12/15/79	GOLF COURSES	06 17103
3232	NON-LIC	1979	TORO	TEE TOPPER-BANK MOWER	70210	9/02/79	GOLF COURSES	06 17103
3233	NON-LIC	1979	TORO	TEE TOPPER-BANK MOWER	70259	9/14/79	GOLF COURSES	06 17103
3234	NON-LIC	1979	JACOBSEN	9 GANG FAIRWAY MOWER	70259T20202	9/05/79	GOLF COURSES	06 17103
3242	NON-LIC	1979	TORO	WORKMASTER CART	90219	9/16/79	GOLF COURSES	09 17103
3243	NON-LIC	1979	TORO	WORKMASTER CART	90355	9/16/79	GOLF COURSES	09 17103
3253	NON-LIC	1980	JACOBSEN	GREEN KING II	10519	8/27/80	GOLF COURSES	06 17103
3254	NON-LIC	1981	JACOBSEN	GREENS KING IV	2023	9/02/81	GOLF COURSES	06 17103
3270	NON-LIC	1981	JACOBSEN	GREENS KING IV	1917	1/26/81	GOLF COURSES	06 17103
3297	NON-LIC	1981	JACOBSEN	76 IN. DLX TURFKING	67701-2269	9/30/81	GOLF COURSES	06 17103
3303	NON-LIC	1981	JACOBSEN	76 IN DLX TURFKING	67701-2268	10/23/81	GOLF COURSES	06 17103
3304	NON-LIC	1981	JACOBSEN	FORD MODEL 901	NONE	0/00/00	GOLF COURSES	08 17103
3305	NON-LIC	1981	JACOBSEN	TRACTOR/MOWER	2081	11/25/81	GOLF COURSES	06 17103
3314	NON-LIC	1981	JACOBSEN	WORKMASTER CART	90326-00311	7/16/82	GOLF COURSES	06 17103
3331	NON-LIC	1982	DEDDER	TORO-AERATOR	3562	9/07/82	GOLF COURSES	06 17103
3318	C-1724	1983	FORD	TRUCK F100	1FTCF10V3DRA11454	12/07/82	GOLF COURSES	12 17103
3320	NON-LIC	1983	JACOBSEN	9' X 8' 1/2" TEE TOPPER	9076298	12/08/83	GOLF COURSES	05 17103
3327	NON-LIC	1983	TORO	TOP DRESSER	356525	1/05/84	GOLF COURSES	06 17103
3334		1984	OLATHE	9' X 6' 1/2" TEE TOPPER	480684	8/08/84	GOLF COURSES	06 17103

FLEET MAINTENANCE
VEHICLE LIST BY VEHICLE NUMBER

DATE: 1/21/85

1530

WEATHERS LTD AND
YR
MANUFACT

VIN DES

DATE FILE

DEST DESK

02 17103

3337 C-923 1984 FUD 63 K 1/267

1FDNF70H6EVA42911

11/14/84 GOLF COURSES

3527 C-246 1964 FORD 21' X 9' 41R

FBI HQ F72257

470569/12/1

5087 NON-LIC 1971 INTERNATIONAL 11' x 7'

232C463UR:10522

09687

9033 0000

MISC. PRAIRIE VIEW

100

4035 NON-LIC 0000

CONFIDENTIAL

TOTAL DEPT

2 extra pieces for Jackson mowers - 5'x7'

20 Hand powers 2x3

PAGE 4

FLEET MAINTENANCE
VEHICLE LIST BY VEHICLE NUMBER

DATED 1/21/55

DEPT

MANUFACT

YR

VEH LIC NO

VEH DESC

VIA #

DATE PUR

DEPT DESC

TOTAL VEHICLES LISTED 59

FLEET MAINTENANCE
VEHICLE LIST BY VEHICLE NUMBER

DATED 1/21/35

VEH#	LIC NO	YR	MANUFACT	VEH DESC	VIN #	DATE PUR	DEPT DESC	DEPT
1078	C-461	1953	WILLYS	JEEP	57915	2/10/75	WEED & PEST	09 12107
1099	NON-LIC	1975	LECO	FOGGER-SPRAYER	5501061	1/01/75	WEED & PEST	25 12107
1111	NON-LIC	1977	FMC BEAR	SPRAYER 200GPM	A137399	8/02/77	WEED & PEST	06 12107
1134	C-1655	1979	CHEVROLET	FLEETSIDE PICKUP 1/2	CC0149S121037	11/09/76	WEED & PEST	12 12107
1156	NON-LIC	1953	JOHN DEERE	TRACTOR	564493	9/29/75	WEED & PEST	09 12107
1157	NON-LIC	1960	HUDSON-COUNTY PROPERTY	SPRAYER 200GPM	475-216	6/10/76	WEED & PEST	04 14107
1161	CTR-124	1979	MAXEV-2T WINCH	LOWBOY 10,000GVM	779MHC1153	9/14/79	WEED & PEST	04 12107
1162	NON-LIC	1972	ATV MANUFACTURING COMPANY	COMBAT SIMULATOR	12	9/15/79	WEED & PEST	09 12107
1164	NON-LIC	1965	COOT	ALL TERRAIN VEHICLE	NONE	1/01/69	WEED & PEST	09 12107
1167	C-1903	1980	CHEVROLET	PICKUP 3/4 TON	CKM24AJ127986	2/14/80	WEED & PEST	12 12107
1175	NON-LIC	1979	BEAR	SPRAYER 300 GAL	1273500-21	8/09/80	WEED & PEST	06 12107
1177	C-1180	1972	DODGE	VAN	M49CNEJ000	9/26/80	WEED & PEST	14 12107
1216	NON-LIC	1957	MYSTER	BARREL LIFT TRK	A1D27020	8/19/82	WEED & PEST	09 12107
1219	NON-LIC	1957	CLARK	FORKLIFT 4000#	DE316	1/00/00	WEED & PEST	09 12107
9022	NON-LIC	0000		MISCELLANEOUS		0/00/00	WEED & PEST	00 12107
TOTAL DEPT								

PAGE 2

FLEET MAINTENANCE
VEHICLE LIST BY VEHICLE NUMBER

DATED 1/21/55

DEPT

DATE PUR DEPT DESC

VIN #

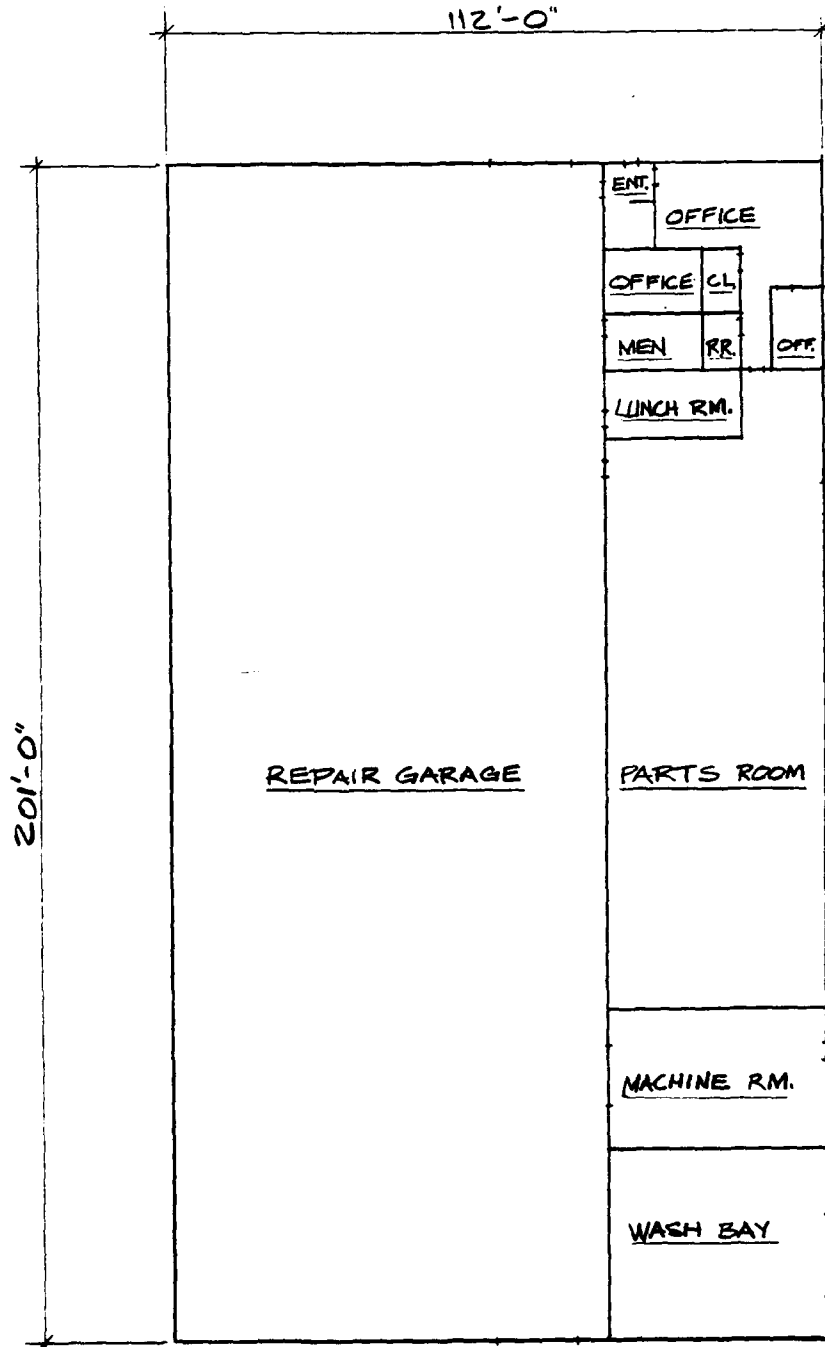
VEH DESC

MANUFACT

YR

VEH# LIC NO

TOTAL VEHICLES LISTED 15

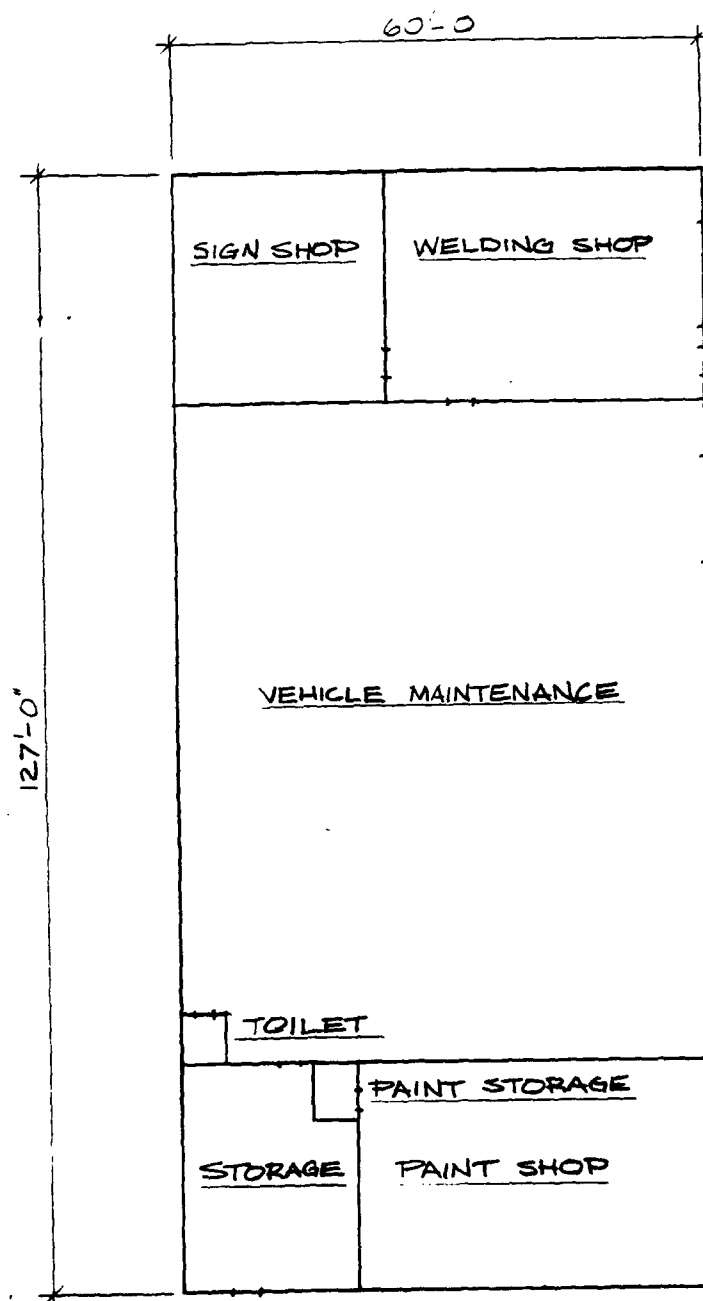


CITY CENTRAL SHOPS

1" = 30'-0"

BLDG AREA = 22,512 SQUARE FEET





CENTRAL MAINTENANCE SHOPS

1" = 20'-0"

BLDG. AREA = 7620 SQUARE FEET

TRAFFIC DEPT.

NOT USED

SIGN &
SIGNAL
SHOP

STORAGE

VEHICLE STORAGE -
USED BY ALL DEPARTMENTS

SIGNAL SHOP
STORAGE
BATHROOM
SIGN OFFICE

HALL

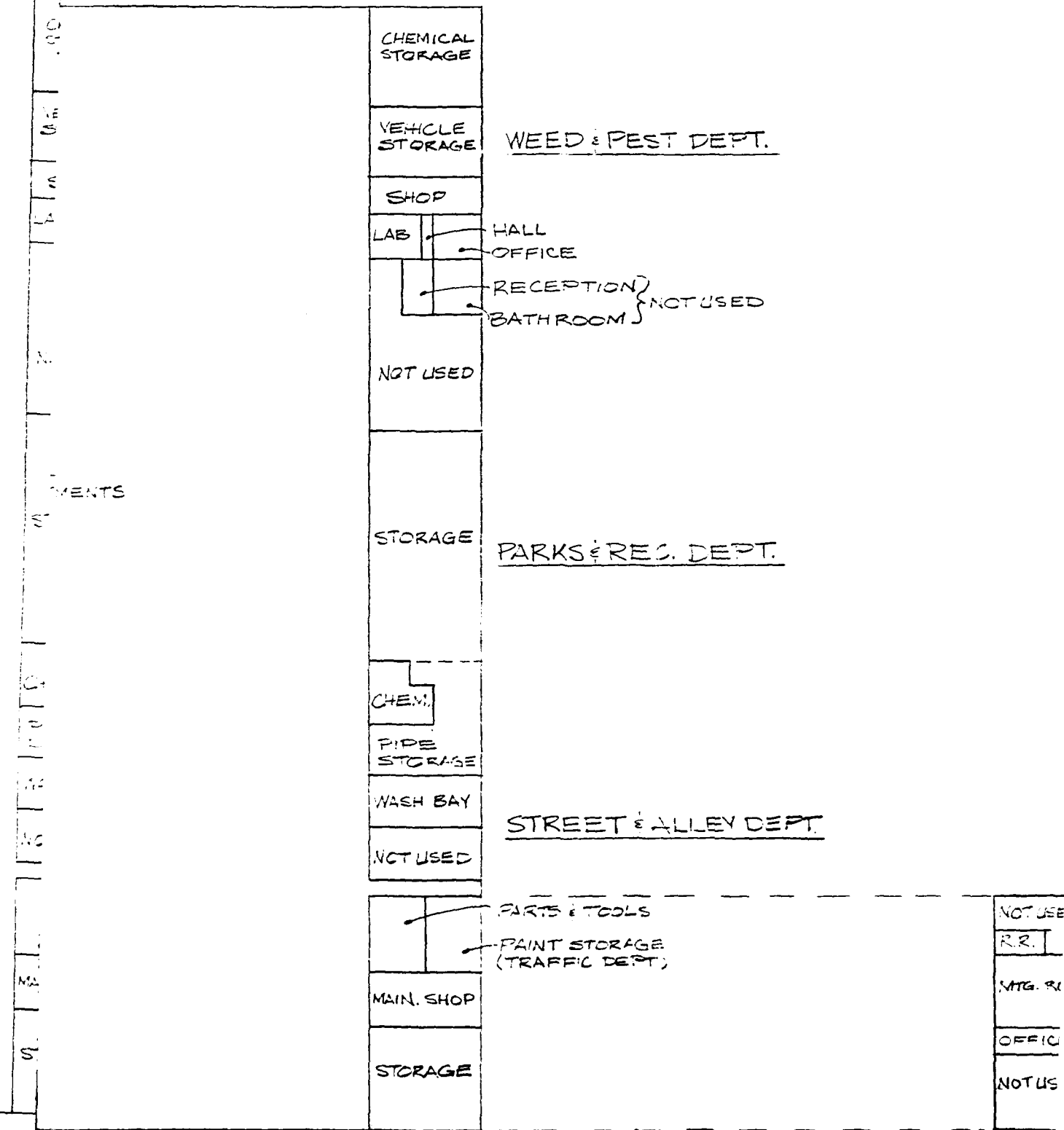
LOUNGE
BATHROOM (NOT USED)

NOT USED

FIRST FLOOR

HANGAR #101
1" = 50'-0"

BLDG. AREA = 178,500 SQUARE FEET



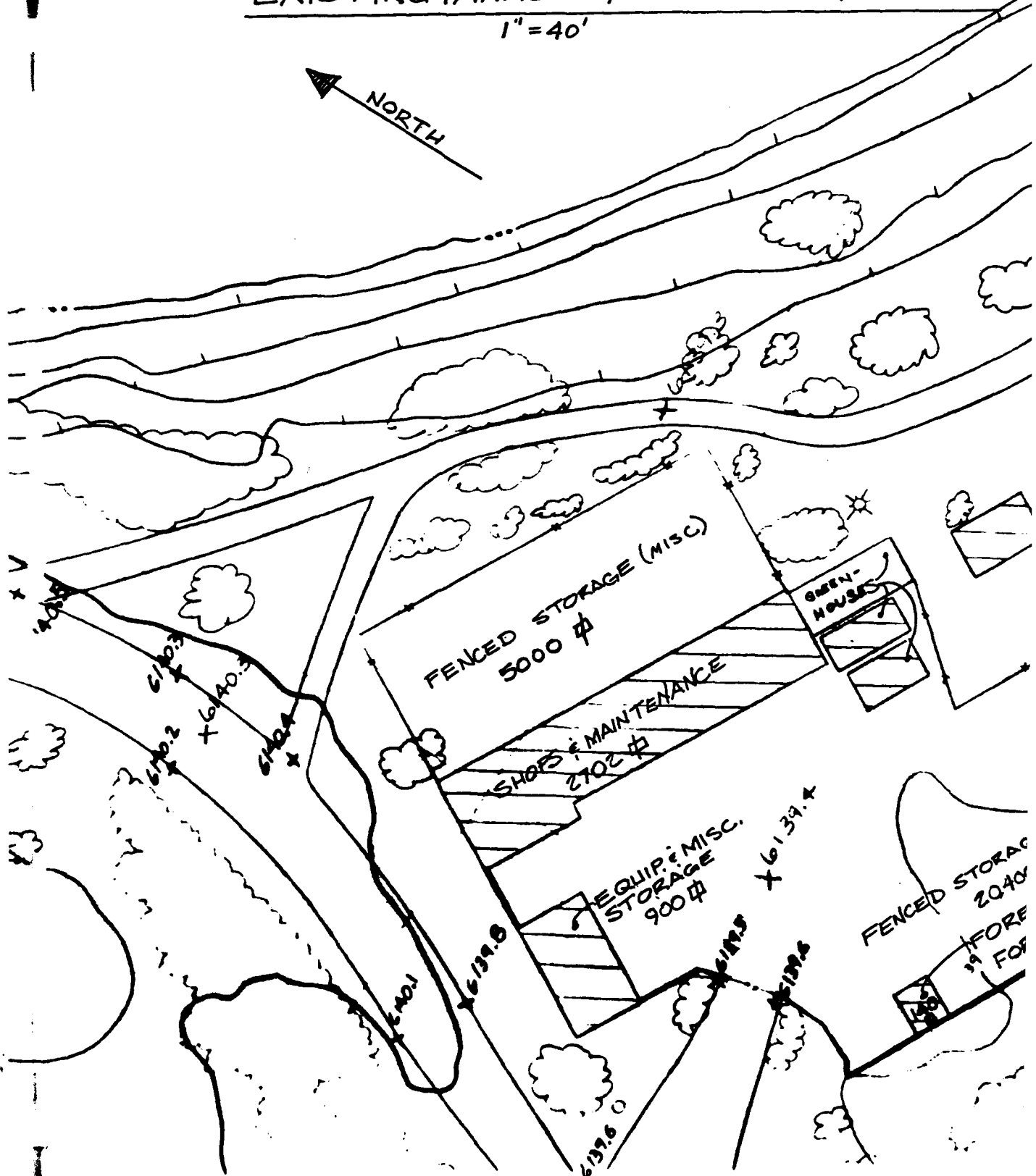
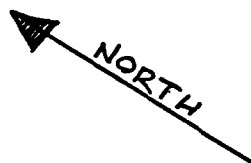
SECOND FL

ARE FEET

2

APPEI

EXISTING PARKS MAINTENANCE FACILITIES:

$$1'' = 40'$$


500
SHOPS & MAINTENANCE
2702 #

EQUIP: MISC
 STORAGE
 900 #

FENCED STORAGE
2040
FORE

GREEN-
HOUSE

